# CITY OF CALGARY NOTICE OF 2025 MAY 6 PUBLIC HEARING ON PLANNING MATTERS

Members of the public wishing to address Council, on any public hearing matter on this Agenda, may participate remotely and pre-register by contacting the City Clerk's Office electronically at <a href="https://www.calgary.ca/publicsubmissions">www.calgary.ca/publicsubmissions</a>

The information available on the website is not provided as an official record but is made available online as a public service for the public's convenience. The City of Calgary assumes no liability for any inaccurate, delayed or incomplete information provided on the website. In case of any discrepancies between the documents and materials on this website and the official documents and materials at the Office of the City Clerk, the official documents and materials at the Office of the City Clerk shall prevail. Please contact 403-268-5311 as soon as possible if you notice any errors or omissions in the documents and materials.

# THE CITY OF CALGARY NOTICE OF PUBLIC HEARING OF CALGARY CITY COUNCIL PLANNING MATTERS

To be held at the Council Chamber, Calgary Municipal Building, 800 Macleod Trail SE, on **Tuesday, 2025 May 6, commencing at 9:30 a.m.** 

A copy of the proposed bylaws and documents relating to these items are available on the City of Calgary website <a href="www.calgary.ca/planningmatters">www.calgary.ca/planningmatters</a>. The information available on the website is not provided as an official record but is made available online as a public service for the public's convenience. The City of Calgary assumes no liability for any inaccurate, delayed or incomplete information provided on the website. In case of any discrepancies between the documents and materials on this website and the official documents and materials at the Office of the City Clerk, the official documents and materials at the Office of the City Clerk shall prevail. Please contact 403-268-5311 as soon as possible if you notice any errors or omissions in the documents and materials.

Persons wishing to submit a letter, public opinion poll or other communication concerning these matters you may do so electronically or by paper, and include the name of the writer, mailing address, e-mail address (as applicable) and must focus on the application and its planning merits. Submissions with defamatory content and/or offensive language will be filed by the City Clerk and not published in the Council Agenda or shared with Members of Council. Only those submissions **received** by the City Clerk **before 12:00 p.m. (noon), Tuesday, 2025 April 29**, will be included in the Agenda of Council.

Submissions submitted by hand delivery or mail must be addressed to Office of the City Clerk, The City of Calgary 700 Macleod Trail SE P.O. Box 2100, Postal Station 'M' Calgary, Alberta T2P 2M5.

Submissions may be hand delivered, mailed, faxed to 403-268-2362, or submitted online at Calgary.ca/PublicSubmissions.

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017, Section 33(c) of the Freedom of Information and Protection of Privacy (FOIP) Act of Alberta, and/or the Municipal Government Act Sections 216.4 and 606, for the purpose of receiving public participation in municipal decision-making. Your name and comments will be made publicly available in the Council agenda. If you have questions regarding the collection and use of your personal information, please contact the City Clerk's Office Legislative Coordinator by email at PublicSubmissions@calgary.ca, or by phone at 403-268-5861, or by mail at Mail Code 8007, P.O. Box 2100, Postal Station "M", Calgary, Alberta T2P 2M5.

Submissions received by the published deadline will be included in the Council Agenda, and will only be used for City Council's consideration of the issue before them.

Any person who wishes to address Council on any planning matter mentioned herein may do so for a period of FIVE MINUTES. The five (5) minutes will not include any time required to answer questions. Persons addressing Council must limit their comments to the matter contained in the report and the recommendations being discussed.

To participate remotely, please pre-register by contacting the City Clerk's Office electronically at <a href="https://www.calgary.ca/publicsubmissions">www.calgary.ca/publicsubmissions</a>.

Anyone wishing to distribute additional material at the meeting must supply the City Clerk's Office with an electronic copy online at: <u>Calgary.ca/PublicSubmissions</u>, or a paper copy at the meeting. It should be noted that such additional material will require approval of the Chair of the meeting before distribution to Members of Council.

The uses and rules that apply to different land use designations are found in the Land Use Bylaw 1P2007 <a href="www.calgary.ca/landusebylaw">www.calgary.ca/landusebylaw</a>, except Direct Control Districts which are available from Planning & Development.

Please direct questions with regard to the matters mentioned herein to 403-268-5311.

# INDEX OF ADVERTISED PLANNING ITEMS

For the meeting of City Council re: Public Hearing on Proposed Amendments to the Land Use Bylaw 1P2007, and Other Planning Matters, to be held on Tuesday, 2025 May 6 at 9:30 a.m.

\* \* \* \* \* \* \*

# PLANNING MATTERS FOR PUBLIC HEARING

Item 1	Land Use Amendment in Killarney/Glengarry (Ward 8) at 3227 Kenmare Crescent SW, LOC2024-0289, CPC2025-0233 Proposed Bylaw 71D2025
Item 2	Land Use Amendment in Currie Barracks (Ward 8) at 110 Bishop Way SW, LOC2024-0224, CPC2025-0330 Proposed Bylaw 79D2025
Item 3	Policy and Land Use Amendment in Altadore (Ward 8) at 3926 – 16 Street SW, LOC2023-0025, CPC2024-0524 Proposed Bylaws 40P2025 & 78D2025
Item 4	Policy Amendment, Road Closure and Land Use Amendment in Beltline (Ward 8) adjacent to 1121 – 12 Avenue SW, LOC2024-0202, CPC2025-0301 Proposed Bylaws 39P2025, 6C2025 & 72D2025
Item 5	Policy and Land Use Amendment in Ogden (Ward 9) at 6240 – 18A Street SE, LOC2024-0302, CPC2025-0258 Proposed Bylaws 41P2025 & 80D2025
Item 6	and Use Amendment in Fairview Industrial (Ward 11) at 550 – 71 Avenue SE, LOC2024-0285, CPC2025-0313 Proposed Bylaw 77D2025
Item 7	Land Use Amendment in Ricardo Ranch (Ward 12) at 21209 – 72 Street SE, LOC2025-0049, CPC2025-0372 Proposed Bylaw 82D2025
Item 8	Land Use Amendment in Evergreen (Ward 13) at 321 Everridge Drive SW, LOC2024-0263, CPC2025-0175 Proposed Bylaw 70D2025
Item 9	Road Closure and Land Use Amendment in Haskayne (Ward 1) at 9000 – 149 Street NW, LOC2025-0052, CPC2025-0362 Proposed Bylaws 7C2025 & 81D2025
Item 10	Land Use Amendment in Ambleridge (Ward 2) at multiple addresses, LOC2024-0157, CPC2024-0957 Proposed Bylaw 74D2025

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Item 11	Land Use Amendment in Highland Park (Ward 4) at 4220 Centre Street NE, LOC2024-0307, CPC2025-0291 Proposed Bylaw 73D2025
Item 12	Land Use Amendment in Highland Park (Ward 4) at multiple addresses, LOC2024-0177, CPC2025-0319 Proposed Bylaw 75D2025
Item 13	Land Use Amendment in Sunnyside (Ward 7) at multiple addresses, LOC2024-0126, CPC2025-0320 Proposed Bylaw 76D2025

# OTHER REPORTS FOR PUBLIC HEARING

(including non-statutory)

Item 14	Land Use Bylaw Housekeeping Amendments, IP2025-0251 Proposed Bylaw 44P2025
Item 15	West Elbow Communities Local Area Plan, IP2025-0281 Proposed Bylaws 42P2025 & 43P2025

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

ISC: UNRESTRICTED
CPC2025-0233
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# Land Use Amendment in Killarney/Glengarry (Ward 8) at 3227 Kenmare Crescent SW, LOC2024-0289

#### **RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.11 hectares ± (0.27 acres ±) located at 3227 Kenmare Crescent SW (Plan 732GN, Block 1, Lot 45) from Direct Control (DC) District to Residential – Grade Oriented Infill (R-CG) District.

# RECOMMENDATION OF THE CALGRY PLANNING COMMISSION, 2025 MARCH 27:

That Council give three readings to **Proposed Bylaw 71D2025** for the redesignation of 0.11 hectares ± (0.27 acres ±) located at 3227 Kenmare Crescent SW (Plan 732GN, Block 1, Lot 45) from Direct Control (DC) District to Residential – Grade Oriented Infill (R-CG) District.

#### **HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for backyard suites, in addition to the building types already listed in the existing district (e.g. single detached, semi-detached and duplex dwellings).
- The proposal represents an appropriate density increase of a residential site, allows for development that may be compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *Westbrook Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? The proposed land use amendment would allow for greater housing choice within the community and more efficient use of existing infrastructure and amenities in the community.
- Why does this matter? The proposed Residential Grade-Oriented Infill (R-CG) District would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- A development permit for a garage with a backyard suite has been submitted and is under review.
- There is no previous Council direction related to this proposal.

#### DISCUSSION

This land use amendment was submitted on 2024 November 28 by the landowner, Sandra Mae Warnke. A development permit (DP2025-01492) for a backyard suite over a garage was submitted on 2025 March 13 and is under review. As noted in the Applicant Submission (Attachment 2), the intent of this land use amendment is to allow for this development permit application.

The existing Direct Control (DC) District (Bylaw 28Z91) is based on the R-2 Residential Low Density District of Land Use Bylaw 2P80, which does not allow for backyard suites. The proposed R-CG District would allow for the intended form of development.

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# Land Use Amendment in Killarney/Glengarry (Ward 8) at 3227 Kenmare Crescent SW, LOC2024-0289

The approximately 0.11 hectare (0.27 acre) parcel is located in the southwest community of Killarney/Glengarry, on the cul-de-sac fronting Kenmare Crescent SW. The site is currently developed with a single detached home with a rear detached garage accessed from the lane.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

#### **ENGAGEMENT AND COMMUNICATION**

- ☐ Outreach was undertaken by the Applicant
- □ Public/interested parties were informed by Administration

### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the <u>Applicant Outreach Toolkit</u> to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant discussed the proposal with the Killarney-Glengarry Community Association (CA) via email, had discussions with 12 neighbours, and left letters for any neighbours they could not contact. The Applicant Outreach Summary can be found in Attachment 3.

## **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published <u>online</u>. Notification letters were also sent to adjacent landowners.

No public comments were received at the time of writing this report.

The Killarney-Glengarry Community Association provided a letter of support (see Attachment 4) and commented they would like to see more of these type of proposals in the community.

Administration has determined the proposal to be appropriate. The R-CG District is intended to be located adjacent to other low density districts and accommodates a variety of housing forms. It provides for a modest density increase while being sensitive to adjacent development. The building and site design, number of units, and on-site parking will be reviewed at the development permit stage.

Following Calgary Planning Commission, notifications for a Public Hearing of Council will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

#### **IMPLICATIONS**

#### Social

The development of this site enables a more efficient use of land and infrastructure and allows for a diversity of grade-oriented housing that may better accommodate the needs of different age groups, lifestyles and demographics.

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Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Land Use Amendment in Killarney/Glengarry (Ward 8) at 3227 Kenmare Crescent SW, LOC2024-0289

#### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050.* Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

#### **Economic**

The ability to moderately increase density in this location would make for more efficient use of existing infrastructure and services.

## **Service and Financial Implications**

No anticipated financial impact.

#### RISK

There are no known risks associated with this proposal.

#### **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Applicant Outreach Summary
- 4. Community Association Response
- 5. Proposed Bylaw 71D2025

**Department Circulation** 

General Manager (Name)	Department	Approve/Consult/Inform

# **Background and Planning Evaluation**

# **Background and Site Context**

The subject site, located in the southwest community of Killarney/Glengarry, is a pie-shaped lot located on the cul-de-sac of Kenmare Crescent SW. The area of the site is approximately 0.11 hectares (0.27 acres). The existing development on the site is a single detached dwelling with a rear detached garage accessed from the rear lane. The applicant intends to develop a backyard suite.

The surrounding development is characterized by primarily low density residential homes in the form of single detached and semi-detached dwellings designated as Direct Control (DC) District (Bylaw 28Z91) based on the R-2 Residential Low Density District from the previous Land Use Bylaw 2P80. A townhouse complex designated as Multi-Residential – Contextual Grade-Oriented (M-CG) District is located east of the site. Parcels to the south are designated as Residential – Grade-Oriented Infill (R-CG) District and Housing – Grade Oriented (H-GO) District.

Killarney School (kindergarten to grade six), A.E. Cross School (grades seven to nine), Holy Name School (grades one to nine) and Richmond Green Park baseball diamonds are all within 700 metres (a ten-minute walk) from the site. The site is also 700 metres (a 10-minute walk) from a variety of community commercial services located on Richmond Road SW and on 37 Street SW.

# Community Peak Population Table

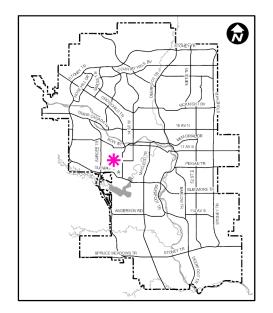
As identified below, the community of Killarney/Glengarry reached its peak population in 2019.

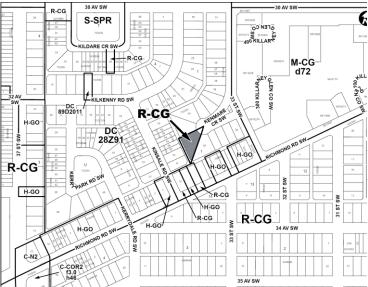
Killarney/Glengarry	
Peak Population Year	2019
Peak Population	7,685
2019 Current Population	7,685
Difference in Population (Number)	0
Difference in Population (Percent)	0.00%

Source: The City of Calgary 2019 Civic Census

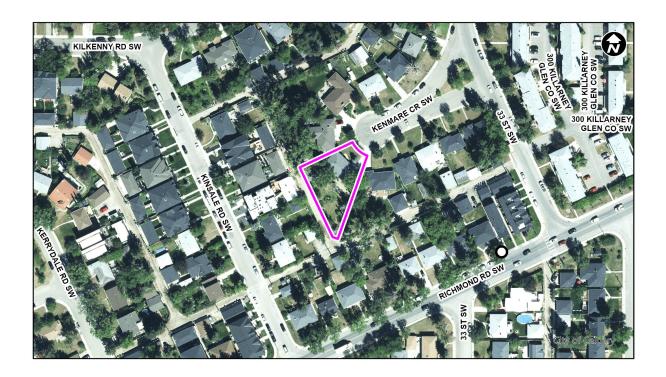
Additional demographic and socio-economic information may be obtained online through the Killarney/Glengarry Community Profile.

# **Location Maps**









# **Previous Council Direction**

None.

# **Planning Evaluation**

#### **Land Use**

The existing DC District (Bylaw 28Z91) is based on the R-2 Residential Low Density District in Land Use Bylaw 2P80, which accommodates development in the form of single detached, semi-detached, and duplex dwellings with a maximum building height of 10 metres. The DC District also includes specific minimum lot width and lot area requirements. The DC District (Bylaw 28Z91) does not include backyard suites as a listed use and the 2P80 Bylaw did not include secondary suites or backyard suites at all.

The proposed Residential – Grade-Oriented Infill (R-CG) District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, rowhouses and townhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the density requirements of the R-CG District, a maximum of eight units could be constructed on the site. However, the site is also within the *Westbrook Communities Local Area Plan* (LAP) and is located within the Neighbourhood Local Urban Form category, with a Limited Building Scale Modifier. The applicable policies of the LAP do not support building forms of three of more units to be developed on the subject site.

One Backyard Suite and one Secondary Suite per dwelling unit are also allowed in the R-CG District, and do not count towards allowable density. The parcel would require 0.5 parking stalls per dwelling unit and secondary suite.

## **Development and Site Design**

The rules of the proposed R-CG District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of the site, additional items that will be considered through the development permit process include, but are not limited to:

- the design, layout and configuration of the backyard suite; and
- lane access and parking provisions.

### **Transportation**

The subject site is accessed from Kenmare Crescent SW fronting a cul-de-sac with a rear lane. Pedestrian access is via the sidewalk on Kenmare Crescent SW.

The subject site is approximately 200 metres (a three-minute walk) from a westbound bus stop for Route 22 (Richmond Rd SW) that further connects to the West Hills bus loop with access to other routes. An eastbound bus stop for Route 22 (Richmond Rd SW) is approximately 250 metres (a four-minute walk) from the site which provides service through Richmond, South Calgary, Bankview, Sunalta and into the Downtown core.

The subject site is not within a residential street parking permit zone and has no on-street parking restrictions.

#### **Environmental Site Considerations**

No environmental concerns were identified.

#### **Utilities and Servicing**

Sanitary and water connections are available adjacent to the lot via Kenmare Crescent SW. A storm connection is not available adjacent to the lot. A Development Site Servicing Plan will be required and reviewed at the development permit stage.

# Legislation and Policy

#### South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

#### Municipal Development Plan (Statutory – 2009)

The subject site is located within the Developed Residential – Inner City on Map 1: Urban Structure of the <u>Municipal Development Plan</u> (MDP). The applicable MDP policies encourage redevelopment and modest intensification of inner-city communities to make more efficient use of existing infrastructure, public amenities and transit, and deliver incremental benefits to climate resilience.

# Calgary Climate Strategy (2022)

The application does not include any specific actions that address the objectives of the <u>Calgary Climate strategy – Pathways to 2050</u>. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

## Westbrook Communities Local Area Plan (LAP) (Statutory – 2023)

The <u>Westbrook Communities Local Area Plan</u> (LAP) identifies the subject site as Neighbourhood Local (Map 3: Urban Form) with a Limited building scale modifier (Map 4: Building Scale), which allows for buildings of up to 3 storeys. Neighbourhood Local policies in the LAP support building forms that contain three or more residential units on parcels with rear lanes in the following areas:

- within transit station area Core Zones and Transition Zones;
- along a street identified as a Main Street or separated by a lane from a parcel along a Main Street;
- on corner parcels; or
- adjacent to or separated by a road or lane from a school, park or open space greater than 0.4 hectares.

The subject parcel does not align with the above locational criteria of the LAP. Therefore, only two units can be considered for the site. One secondary suite and one backyard suite are also allowed within each unit.

# **Applicant Submission**

2025 March 11

Company Name (if applicable):	LOC Number (office use only):
Applicant's Name:	
Kendall and Sandra Warnke	
Date:	
January 30, 2025	

We would like to take this opportunity to thank council for listening to all of the feedback on the recent re-zoning law changes and implementing adjustments to accommodate for increased allocation of parking in the city-wide changes. It must have been a huge undertaking to address so many comments and concerns.

We are requesting re-zoning of 3227 Kenmare Cres SW Calgary, Alberta T3E4R4 (Plan 732GN, Block 1, Lot 45) in order to facilitate a garage-suite build for family use to support aging-in-place for the current owner.

Our current zoning (DC 28Z791 under prior by law: 2P80) was an exception to the city-wide changes that recently came into effect and we would like to participate in densification efforts.

There is currently a double detached garage off the rear lane on the North-West end of the property and we are hoping to keep the existing foot-print (or near to it) to maintain as much of the yard space as possible. We plan on having dedicated parking within the proprty lines to address neighbour feedback.

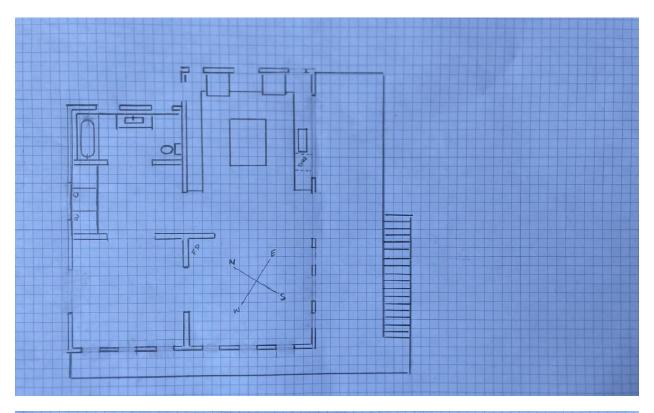
We are in the process of discussing plans and formal drawings with drafting and engineers, and as such, will be submitting a development permit application separately once completed but would like to ensure we have appropriate zoning to begin with. We have attached basic concept drawings to provide an impression of the type of build we would like to pursue to blend with the existing structures. The existing garage will be removed and a new structure will be built, essentially on the same footprint.

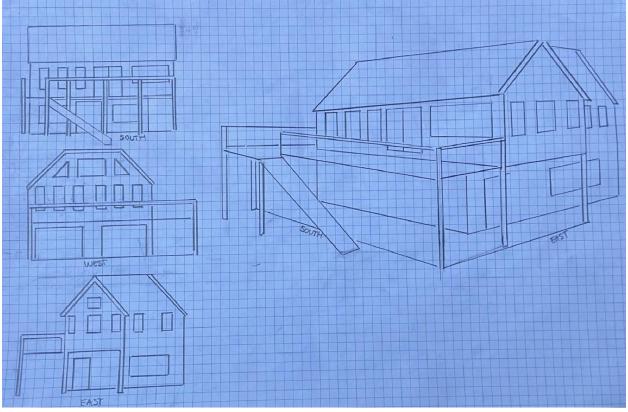
The property parcel area is 0.112 hectares and we are requesting a change to RCG after reviewing City of Calgary zoning details, and after consultation with our neighbours. We have engaged with the owners of as many proximal properties as possible, who all seem to be on-board with the proposed scope of the planned project and need for re-zoning.

After preliminary discussion with Killarney-Glengarry Community Association, we have been informed that they take a neutral stance on all rezoning and development requests and did not indicate any opposition to the residential zoning changes.

We appreciate your review of our request, and look forward to getting this project underway.

Please feel free to reach out to either of us with any questions or concerns.





# **Applicant Outreach Summary**

2025 January 30



# Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.		
Project name: 3227 Kenmare Cres SW, 732GN block 1, lot 45		
Did you conduct community outreach on your application?  YES or NO		
If no, please provide your rationale for why you did not conduct outreach.		
N/A		
Outreach Strategy Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)		
We were advised by City Planning that direct neighbours would be most impacted and we had face-to-face discussion with most neighbouring parcel owners.  We have complied a list of signatures rom all of the neighbours that responded, in support of the proposed land use change. We have 2 parcel owners whom we were unable to reach, but have left either physical or emailed information and are awaiting their replies.  Update: Jan 30th, 2025:  Several months after initially reaching out to direct neighbours and display of the city-placed sign notifying community about the requested change, we have had no additional responses or comments, neither negative or positive regarding the redevelopment plans, and anticipate no real opposition to the proposed project.		
Affected Parties Who did you connect with in your outreach program? List all groups you connected with. (Please do not include individual names)		
Discussed with all neighbours and reached out to the Killarney Glengarry Community Association Development contact who indicated they take a "Neutral position on all development applications".		
Update Jan 30th, 2025:		
We have discussed our openness to engage with community in other ways with city planning officials, should there be more measures that would be needed, and were advised the measures we undertook should likely suffice as it is a single-resident suite and will have minimal affect on the larger community, beyond that to our direct neighbours who are all supportive.		

calgary.ca/planningoutreach



# Community Outreach for Planning & Development Applicant-led Outreach Summary

#### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

No negative feedback or issues raised from neighbours. We received multiple supportive comments on aging in place for current owner, that the location has dedicated parking, and other comments such as "great idea".

#### How did input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

They were no raised concerns with the proposed redesignation or mock up drawings. Multiple neighbours were appreciative of the build to remain in the existing space, as they have raised concerns with congestion and traffic due to the increase in new builds of multi-family parcels in our proximity. We have assured surrounding neighbours that we will incorporate off street-parking in our plans to address these concerns.

#### How did you close the loop?

Provide a summary of how you shared outreach outcomes and final project decisions with those who participated in your outreach. (Please include any reports or supplementary materials as attachments)

We recieved no opposition to what was proposed.

We initially planned on requesting an RC-2s zoning designation, after consultation with a City of Calgary representative we understand that may not be possible, as such, we would have altered our request to RCG designation. Consultation was completed prior to our understanding of this. We do not anticipate opposition to the change as the scope of the planned project that was outlined to our neighbours is unchanged, and we have drafted a letter to inform them of rational for the change in plans.

Update: Jan 30th, 2025: No individuals have come forward with any concerns re: RCG request after notifying them of the change.

calgary.ca/planningoutreach

# Community Association Response

2024 December 22

Circulation comments from Killarney Glengarry Community Association

Overall: In support of this application

**General Comment:** We highly support this application and would like to see more in our community.



CPC2025-0233 ATTACHMENT 5

#### **BYLAW NUMBER 71D2025**

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

  CITY CLERK

  SIGNED ON

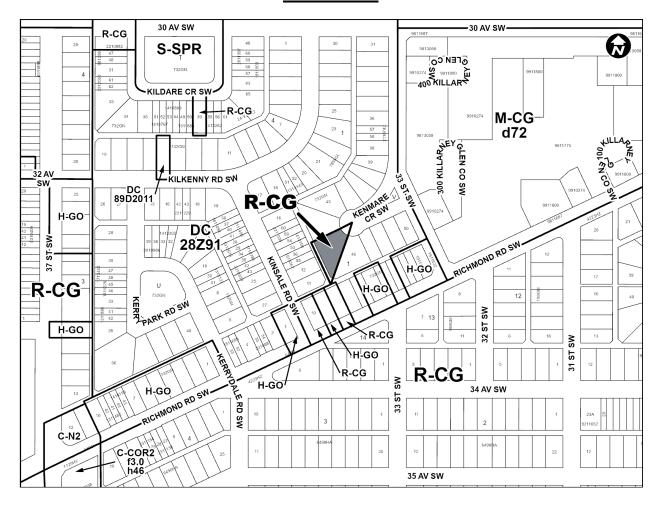


## **SCHEDULE A**





## **SCHEDULE B**



Planning and Development Services Report to Calgary Planning Commission 2025 March 27

ISC: UNRESTRICTED CPC2025-0330 Page 1 of 4

# Land Use Amendment in Currie Barracks (Ward 8) at 110 Bishop Way SW, LOC2024-0224

#### **RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.52 hectares ± (1.28 acres ±) located at 110 Bishop Way SW (Portion of Plan 1612440, Block 5, Lot 3) from Direct Control (DC) District to Direct Control (DC) District to accommodate the additional uses of health care service and retail drive through, with guidelines (Attachment 2).

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MARCH 27:

That Council give three readings to **Proposed Bylaw 79D2025** for the redesignation of 0.52 hectares ± (1.28 acres ±) located at 110 Bishop Way SW (Portion of Plan 1612440, Block 5, Lot 3) from Direct Control (DC) District to Direct Control (DC) District to accommodate the additional uses of health care service and retail drive through, with guidelines (Attachment 2).

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 March 27:

### "Moved by Commissioner Hawryluk

That Attachment 2 be amended, as follows:

- 1. Amend Section 22 titled Motor Vehicle Parking Stall Requirements by amending subsection (1)(b) to read as follows:
  - "(1)(b) for each Live Work Unit is 0.1 visitor parking stalls per unit."
- 2. Amend Section 22 titled Motor Vehicle Parking Stall Requirements by amending subsection (2)(c) to read as follows:
  - "(2)(c) for each **Dwelling Unit** or **Live Work Unit** is 0.15 *visitor parking stalls* per *unit*."

For: (8): Director Vanderputten, Commissioner Damiani, Commissioner Hardwicke, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Pink, Commissioner Remtulla, and Commissioner Wagner

#### **MOTION CARRIED**"

#### **HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for additional complimentary uses in an existing approved assisted living development in the community of Currie Barracks.
- The proposed application aligns with the applicable polices of the Municipal Development Plan (MDP) and the Revised Currie Barracks CFB West Master Plan (Master Plan).

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ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

# Land Use Amendment in Currie Barracks (Ward 8) at 110 Bishop Way SW, LOC2024-0224

- What does this mean to Calgarians? The proposed Direct Control (DC) District would provide land use rules that support the development of an assisted living complex with Health Care Service and Retail Drive Though uses to allow for a pickup window for the pharmacy.
- Why does this matter? The proposed DC District has additional uses that may contribute
  to the success of the development, it provides for further optimization of the existing
  infrastructure and contributes to Calgary's overall economic health.
- A development permit (DP2023-05035) for a new Assisted Living, Retail and Consumer Service, Office and Restaurant has been approved and the development is under construction. This new DC District would accommodate additional uses within the approved development.
- There is no previous Council direction related to this proposal.

#### DISCUSSION

This land use amendment in the southwest community of Currie Barracks was submitted by GSA Consulting Inc, on behalf of the landowner, Currie Green By Statesman Inc., on 2024 September 6. No development permit for the additional uses has been submitted at this time; however, as noted in the Applicant Submission (Attachment 3), their intent is to apply for a Development Permit to add Health Care Service and Retail Drive Through as uses to their approved development for an assisted living facility. The Retail Drive Through use is intended to compliment the Retail and Consumer Services use and can not be included with any other use on this site.

The 1.63 hectare (4.0 acre) parcel is located on Bishop Way SW. The proposed DC District affects only the northern portion of the parcel, which is located at the southwest corner of Dieppe Drive SW and Currie Lane SW. The proposed DC District is based on the existing DC District, which was written to allow for development that aligns with the Master Plan.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

#### **ENGAGEMENT AND COMMUNICATION**

	Outreach was undertaken by the Applicant
$\boxtimes$	Public/interested parties were informed by Administration

#### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the <u>Applicant Outreach Toolkit</u> to assess which level of outreach with the public/interested parties and the relevant community association was appropriate. The applicant determined no outreach would be undertaken. Please refer to the Applicant Outreach Summary (Attachment 4) for additional rational.

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ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Land Use Amendment in Currie Barracks (Ward 8) at 110 Bishop Way SW, LOC2024-0224

# **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on site and published <u>online</u>. Notification letters were also sent to adjacent landowners.

Administration received one letter of opposition from the public. The letter of opposition included the following area of concern:

traffic impact of a drive through.

The Rutland Park Community Association provided a response letter on 2024 December 23 (Attachment 5) identifying the following:

- supportive of maintaining the building height, building setbacks and parking requirements in the proposed DC District;
- concerned about hours of operations and traffic impacts of the drive through;
- concerned about other health care uses like addiction treatment or safe injection sites: and
- not supportive of the Retail Drive Through use.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The additional uses compliment the assisted living building under construction for the site. The modifications to the building to accommodate these uses will be reviewed and determined at the development permit stage.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the land use amendment will be posted on site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

### **IMPLICATIONS**

#### Social

The proposed land use would create opportunity for a larger range of uses at this site. The Health Care Service and Retail Drive Through uses are supportive of the existing assisted living use on site.

#### **Environmental**

This application does not include any actions that specifically address the objectives of the Calgary Climate Strategy – Pathways to 2050.

#### **Economic**

The ability to moderately increase the development on this site would allow for more efficient use of land and existing infrastructure. The development may also support local business and employment opportunities in the area.

Page 4 of 4

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Land Use Amendment in Currie Barracks (Ward 8) at 110 Bishop Way SW, LOC2024-0224

# **Service and Financial Implications**

No anticipated financial impact.

#### RISK

There are no known risks associated with this proposal.

#### **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Proposed Bylaw 79D2025
- 3. Applicant Submission
- 4. Applicant Outreach Summary
- 5. Community Association Response

## **Department Circulation**

	General Manager (Name)	Department	Approve/Consult/Inform
Ī			

# **Background and Planning Evaluation**

# **Background and Site Context**

The subject site is located in the southwest community of Currie Barracks, at the southwest corner of Dieppe Drive SW and Currie Lane SW. The site consists of the northern portion of the parcel at 110 Bishop Way SW and is 0.52 hectares (1.28 acres) in size.

The community of Currie Barracks is currently experiencing significant redevelopment. The community is expected to develop into a dense mixed-use neighbourhood with a variety of housing types, rich with historic resources and supporting amenities. Development surrounding the subject site is characterized by a mix of commercial and residential buildings, including multi-residential development on the south side of the subject site. To the north of the site is low density residential and Alexandria Park; to the west of the site is the Inn on Officers Garden, a historic hotel and restaurant. The subject site currently has a six storey Assisted Living development under construction.

# Community Peak Population Table

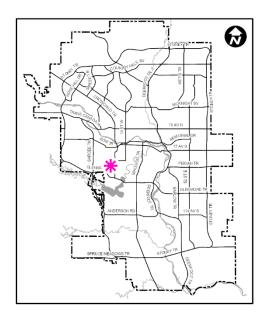
As identified below, the community of Currie Barracks reached its peak population in 2019.

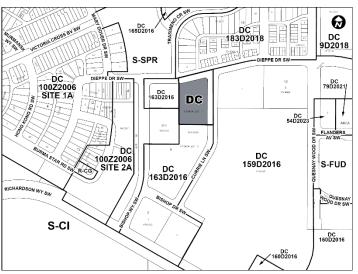
Currie Barracks	
Peak Population Year	2019
Peak Population	1,262
2019 Current Population	1,262
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained online through the Currie Barracks Community Profile.

# **Location Maps**









# **Previous Council Direction**

None.

# **Planning Evaluation**

#### **Land Use**

The existing Direct Control (DC) District (<u>Bylaw 163D2016</u>) primarily allows for redevelopment to occur in accordance with the *Revised Currie Barracks CFB West Master Plan*, which envisions a mix of residential, commercial and institutional uses in various forms. The DC District allows a minimum building setback area of 3.0 metres and a maximum building height of 30.0 metres.

The proposed DC District is intended to maintain the relevant rules and entitlement of the existing DC District but includes the following changes:

- deletion of all low-density residential uses and associated rules;
- deletion of the centralized motor vehicle parking rules, which are no longer required;
- deletion of the minimum building height rule;
- deletion of interim uses, which are no longer required;
- list of uses updated to align with updates made to the Land Use Bylaw 1P2007;
- addition of custom "Retail Drive Through" use; and
- addition of Health Care Service use.

This land use application is intended to allow for the additional uses of Health Care Service and Retail Drive Through at the subject site. Retail Drive Through is a custom use that is intended to allow for a pharmacy to have a service window. This allows for more flexibility in how the

business can service its customers with mobility issues or who wish to limit interaction due to illness. The Retail Drive Through is restricted in how it operates when compared to a regular Drive Through. Retail Drive Through can only be approved in conjunction with Retail and Consumer Service, must not have an order speaker, must only have one window and only allows for a maximum of three stacking motor vehicle stalls. These additional uses compliment the Assisted Living facility.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a Direct Control District is necessary to provide for the applicant's proposed development as Retail Drive Through is a unique use that does not exist in the Land Use Bylaw. As well, the proposal is innovative as it provides flexibility for a development design that can accommodate the applicant's intended development plans while maintaining the policy aims and urban design vision of the Master Plan. The same result could not be achieved with a standard land use district in the Land Use Bylaw.

The proposed DC District also includes a rule that allows the Development Authority to grant relaxations to sections 7 through 11 and 13 through 22 of the DC District Bylaw. Although there is no base district in the DC District Bylaw, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The relaxation rule is unavailable in the existing DC. The addition of a relaxation rule in the proposed DC District Bylaw will align with the Master Plan. The Master Plan supports relaxation considerations where a policy guide is not feasible.

## **Development and Site Design**

If this redesignation is approved by Council, the rules of the proposed DC District will allow for additional uses to be added while maintaining the development and site design rules of building height, building setbacks and parking requirements from the existing DC to the development that is currently occurring on the site. The use rules for Retail Drive Through consider the following:

- interface with the street;
- relationship with adjacent residential uses; and
- pedestrian safety.

#### **Transportation**

Pedestrian Access to the site is available from existing and future sidewalks along the adjacent streets. The Calgary Transit bus Route 9 (Dalhousie Station/Chinook Station) is available within 350 metres (a six-minute walk) south of the subject site, with a bus stop located adjacent to Richardson Way SW. Direct vehicular access to the subject site is from Currie Lane SW. There are currently no parking restrictions on the adjacent streets.

A Transportation Impact Assessment or parking study was not required for the proposed land use amendments.

#### **Environmental Site Considerations**

There are no environmental concerns with the proposed land use amendment application.

#### **Utilities and Servicing**

Water, sanitary and storm sewer mains are available to service the site from the adjacent streets. Site servicing was reviewed with the previously approved development permit application.

# Legislation and Policy

# South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

# **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Developed Residential – Established Area Land use typology as identified on Map 1 (Urban Structure) of the <u>Municipal Development Plan (MDP)</u>. The applicable MDP policies encourage redevelopment and modest intensification of established areas to make more efficient use of existing infrastructure, public amenities and transit. Such redevelopment is intended to occur in a form and nature that respects the scale and character of the neighbourhood context. The proposed land use amendment aligns with the relevant policies of the MDP by allowing for the more efficient use of existing infrastructure

### Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objective of the <u>Calgary</u> <u>Climate Strategy – Pathways to 2050.</u>

### Revised Currie Barracks CFB West Master Plan (Non-Statutory – 2015)

The <u>Revised Currie Barracks CFB West Master Plan</u> identifies the subject site as being part of the Residential Area and Policy Area B land use classification (Figure 4: General Development Concept). The applicable Master Plan policies indicate that this area will accommodate low, medium and high-density residential developments, including accessory uses which are compatible with and supportive of the local residential community. A limited range of neighbourhood supporting commercial uses are also anticipated to be integrated within the area such as services, professional offices, food and beverage uses. The proposed land use amendment is in alignment with the applicable policies in the Master Plan by allowing for uses that are supportive of the existing approved Assisted Living facility.



CPC2025-0330 ATTACHMENT 2

#### **BYLAW NUMBER 79D2025**

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

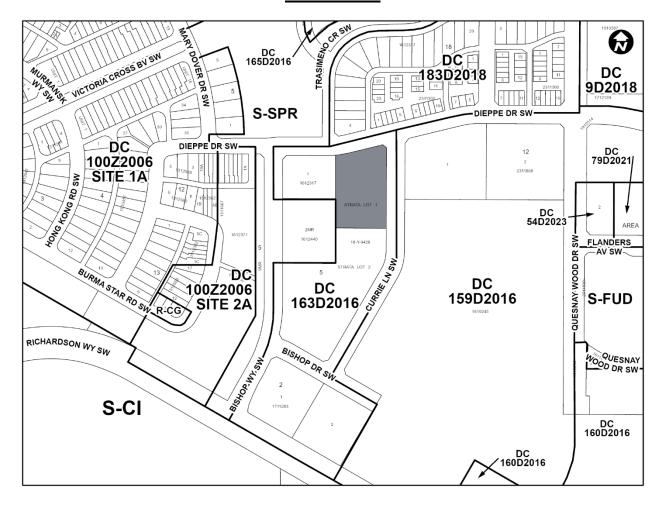
  SIGNED ON

  CITY CLERK

SIGNED ON \_\_\_\_\_

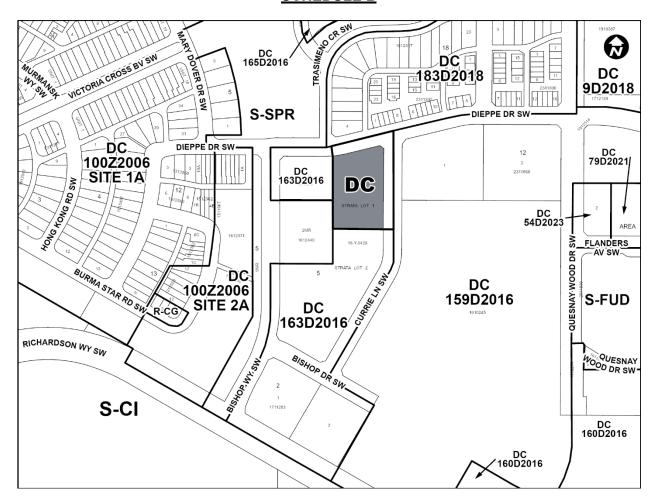


# **SCHEDULE A**





## **SCHEDULE B**



#### **DIRECT CONTROL DISTRICT**

### **Purpose**

- 1 This Direct Control District Bylaw is intended to:
  - (a) allow the redevelopment of the site in accordance with the aims of the CFB West Master Plan;
  - (b) allow for a modified drive through use; and
  - (c) allow for a variety of uses including commercial and multi-residential.

## Compliance with Bylaw 1P2007

2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.

## Reference to Bylaw 1P2007

Within this Direct Control District Bylaw, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.



#### **Defined Uses**

- 4 In this Direct Control District:
  - (a) "Retail Drive Through" means a use:
    - (i) where services are provided to patrons who are in a motor vehicle; and
    - (ii) that must be approved with a **Retail and Consumer Service** use.

#### **Permitted Uses**

- The following **uses** are **permitted uses** in this Direct Control District:
  - (a) Accessory Residential Building;
  - (b) **Park**; and
  - (c) Protective and Emergency Service.

# **Discretionary Uses**

- The following **uses** are **discretionary uses** in this Direct Control District:
  - (a) Addiction Treatment;
  - (b) Artist's Studio;
  - (c) Assisted Living;
  - (d) Catering Service Minor;
  - (e) Child Care Service;
  - (f) Convenience Food Store;
  - (g) Custodial Care;
  - (h) **Dwelling Unit**;
  - (i) Financial Institution;
  - (j) Fitness Centre;
  - (k) Food Kiosk;
  - (I) Health Care Service;
  - (m) Health Services Laboratory Without Clients;
  - (n) Information and Service Provider;
  - (o) Instructional Facility;
  - (p) Live Work Unit;
  - (q) Multi-Residential Development;
  - (r) Office;
  - (s) Outdoor Café;
  - (t) Place of Worship Small;
  - (u) **Power Generation Facility Small**;
  - (v) Residential Care;
  - (w) Restaurant: Food Service Only;
  - (x) Restaurant: Licensed;
  - (y) Retail and Consumer Service;
  - (z) Retail Drive Through;
  - (aa) Service Organization;
  - (bb) Social Organization;
  - (cc) **Specialty Food Store**; and

# PROPOSED

### AMENDMENT LOC2024-0224/CPC2025-0330 BYLAW NUMBER 79D2025

(dd) Temporary Residential Sales Centre.

### **Building Height**

7 The maximum *building height* in this Direct Control District is 30.0 metres.

#### Floor Plate Restrictions

The maximum *floor plate area* of each floor located partially or wholly above 26.0 metres above *grade* is 950.0 square metres, when a *building* contains **Dwelling Units**, **Hotel** or **Live Work Units**.

## **Building Design**

- 9 All **buildings** fronting on a **street** must comply with the following general requirements:
  - (a) the ceiling height of any non-residential *unit* on the first *storey* must be a minimum of 4.0 metres from *grade*;
  - (b) the ceiling height of any residential *unit* on the first *storey* must not be less than 3.0 metres from *grade*;
  - (c) a *unit* with any portion of its floor area located on the floor closest to *grade* must have an individual, separate, direct access to *grade*; and
  - (d) any *unit* of the floor closest to *grade* must have a finished floor at a minimum of 0.4 metres above *grade*.

# **Building Setback Area**

- 10 The minimum **building setback area** is:
  - (a) 3.0 metres from Currie Lane SW or Dieppe Drive SW; and
  - (b) zero metres in all other cases.

## **Location of Uses Within Building**

- 11 (1) "Commercial Uses" and Live Work Units:
  - (a) may be located on the same floor as **Addiction Treatment**, **Assisted Living**, **Custodial Care**, **Dwelling Units**, and **Residential Care**; and
  - (b) must not share an internal hallway with Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units, and Residential Care.
  - Where this section refers to "Commercial Uses", it refers to the listed uses in sections 5 and 6, other than Addiction Treatment, Assisted Living, Custodial Care, Dwelling Units, and Residential Care.

## **Retail Drive Through Rules**

- 12 (1) A Retail Drive Through in this Direct Control District:
  - (a) must not have outdoor speakers; and



- (b) may have a maximum of one service window.
- (2) There may be a maximum of one **Retail Drive Through** in this Direct Control District.

### **Additional Retail Drive Through Rules**

- 13 A Retail Drive Through in this Direct Control District:
  - (a) must **screen** any drive through aisles that are **adjacent** to a residential **use**;
  - (b) must not have any drive through aisles in a **setback area**;
  - (c) must **fence** any drive through aisles, where necessary, to prevent access to a **lane** or **street**;
  - (d) must not have pedestrian access into the **building** that crosses a drive through aisle;
  - (e) must have a maximum of 3.0 vehicle stacking spaces for the purpose of queuing motor vehicles; and
  - (f) does not require *bicycle parking stalls class 1* or *class 2*.

### **Landscaped Area Rules**

- **14 (1) Landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.
  - (2) Where changes are proposed to a *building* or *parcel*, a landscape plan must be submitted as part of each *development permit* application and must show at least the following:
    - (a) the existing and proposed topography;
    - (b) the existing vegetation and indicate whether it is to be retained or removed;
    - (c) the layout of berms, open space systems, pedestrian circulation, retaining walls, screening, slope of the land, soft surfaced landscaped areas and hard surfaced landscape areas;
    - (d) the types, species, sizes and numbers of plant material and the types of *landscaped areas*; and
    - (e) details of the irrigation system.



### AMENDMENT LOC2024-0224/CPC2025-0330 BYLAW NUMBER 79D2025

### **Specific Rules for Landscaped Areas**

- 15 (1) A minimum of 20.0 per cent of the area of the *parcel* must be a *landscaped* area.
  - (2) Any part of the *parcel* used for motor vehicle access, *motor vehicle parking stalls*, *loading stalls* and garbage or recycling facilities must not be included in the calculation of a *landscaped area*.
  - (3) Every **building** on a **parcel** must have at least one sidewalk connecting the **public entrance** to a public sidewalk, or in the case where there is no public sidewalk, to the nearest **street**.
  - (4) Where a *building* contains more than one *use*, every *use* that has an exterior *public entrance* must either:
    - (a) have a sidewalk connecting the *public entrance* to the sidewalk required by subsection (3); or
    - (b) have a sidewalk connecting that *public entrance* to a public sidewalk.
  - (5) Every *building* on a *parcel* must have at least one sidewalk connecting the parking area to the *public entrances* of the *building*.
  - (6) Where a sidewalk provided in satisfaction of this section is next to portion of a building, the sidewalk must extend along the entire length of that side of the building.

### **Planting Requirements**

Any trees or shrubs provided in satisfaction of the *landscaped area* requirement must be of a species capable of healthy growth in Calgary and must conform to the standards of the Canadian Nursery Landscape Association.

### **Low Water Irrigation System**

- 17 (1) When a *low water irrigation system* is provided, only trees and shrubs must be irrigated and the extent of water delivery must be confined to the tree and shrub area.
  - (2) When a *low water irrigation system* is provided, trees and shrubs that have similar water consumption requirements must be grouped together.

### **Amenity Space**

- 18 (1) The required minimum *amenity space* is 5.0 square metres per *unit*.
  - (2) Amenity space may be provided as common amenity space, private amenity space or a combination of both.
  - When the *private amenity space* provided is 5.0 square metres or less per *unit*, that specific area will be included to satisfy the *amenity space* requirement.



### AMENDMENT LOC2024-0224/CPC2025-0330 BYLAW NUMBER 79D2025

- (4) When *private amenity space* exceeds 5.0 square metres per *unit*, only 5.0 square metres per *unit* may be included to satisfy the *amenity space* requirement.
- (5) **Private amenity space** must:
  - (a) be in the form of a *balcony*, *deck* or *patio*; and
  - (b) have no minimum dimensions less than 2.0 metres.
- (6) Common amenity space:
  - (a) may be provided as **common amenity space indoors** and as **common amenity space outdoors**;
  - (b) must be accessible from all the *units*;
  - (c) must have a contiguous area of not less than 50.0 square metres with no dimension less than 6.0 metres; and
  - (d) maybe located at or above *grade*.
- (7) A maximum of 50.0 per cent of the required **amenity space** may be provided as **common amenity space indoors**.
- (8) Common amenity space outdoors:
  - (a) must provide a **balcony**, **deck** or **patio** and at least one of the following as permanent features:
    - i. a barbeque, or
    - ii. seating; and
    - iii. must be used in the calculation of the required *landscaped area* when located below 25.0 metres above *grade*.

### **Mechanical Screening**

Mechanical systems or equipment that is located outside of a *building* shall be positioned, camouflaged, or screened from view of a *public space*, or from view of a *parcel* designated as *residential district* located within 30.0 metres of the equipment, using a line of sight of 1.7 metres above *grade*.

### Garbage

Garbage containers and waste material must be stored inside a *building* that contains another approved *use*.

### **Recycling Facilities**

21 Recycling facilities must be provided for every *building* containing **Dwelling Units** or **Office** *uses*.



### AMENDMENT LOC2024-0224/CPC2025-0330 BYLAW NUMBER 79D2025

### **Motor Vehicle Parking Stall Requirements**

- 22 (1) For *development* containing **Dwelling Units**, or **Live Work Units**, the minimum *motor vehicle parking stalls*:
  - (a) for each **Dwelling Unit** or **Live Work Unit** is 0.625 stalls for resident parking; and
  - (b) for each **Live Work Unit** is 0.1 *visitor parking stalls* per *unit*.
  - (2) For *development* containing **Dwelling Units**, or **Live Work Units**, the maximum *motor vehicle parking stalls*:
    - (a) for each **Dwelling Unit** or **Live Work Unit** less than 60 square metres is 1.0 stall per *unit*; and
    - (b) for each **Dwelling Unit** or **Live Work Unit** 60 square metres or greater is 2.0 stalls per *unit*; and
    - (c) for each **Dwelling Unit** or **Live Work Unit** is 0.15 *visitor parking stalls* per *unit*.
  - (3) The maximum number of *motor vehicle parking stalls* for:
    - (a) **Retail and Consumer Service** is 4.8 stalls per 100.0 square metres of total *gross usable floor area*;
    - (b) **Restaurant: Food Service Only**, or **Restaurant: Licensed** is 2.85 stalls per 10.0 square metres of *public area*; and
    - (c) for all other **uses**, no maximum applies.

### **Required Bicycle Parking Stalls**

- 23 (1) The minimum number of *bicycle parking stalls class 1* for:
  - (a) each **Dwelling Unit** and **Live Work Unit** is:
    - i. no requirement where the number of *units* is less than 20; and
    - ii. 0.5 stalls per *unit* where the total number of *units* is 20 or more; and
  - (b) all other *uses* is the minimum requirement of Part 4 of Bylaw 1P2007.

### Relaxations

The **Development Authority** may relax the rules contained in Sections 7 through 11 and 13 through 23 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

## **Applicant Submission**



Suite 205, 10132 – 105 ST NW, Edmonton, AB t. 780.409.1763 c. 780.710.0035 GSA Consulting Inc. www.greenspacealliance.com

March 13, 2025

Kait Bahl Planner, Community Planning Planning & Development Services City of Calgary 800 Macleod Trail SE, Calgary, AB T2P 2M5

Re: Application to redesignate the property at 110 Bishops Way SW, Currie Barracks, to add two additional uses, 'Health Care Service' and 'Retail Drive Through', to the current (DC 163D2016) Direct Control District.

Dear Kait,

Green Space Alliance (GSA Consulting Inc.) has been retained by Mr. Garth Mann of the Statesman Group of Companies (the "Client"), owner of the property legally described as Lot 3, Block 5, Plan 1612440 (the "Site"), to prepare and submit a land use redesignation application. The property is located at 110 Bishops Way, Currie Barracks, Calgary.

The following documents have been uploaded to the City's application website:

- Completed Application Form,
- 2. Certificate of Title,
- 3. Current Copies of Restrictive Covenants, Utility Rights-of-Way, Easements, or City Caveats,
- 4. Letter of Authorization,
- Fee,
- Colour Photographs,
- 7. Site Contamination Statement,
- 8. Abandoned Well Declaration Form,
- Climate Resilience Inventory,
- 10. Applicant Outreach Summary,
- 11. This Applicant Submission Letter,
- Site Plan, and
- 13. DC Direct Control District Intent Statement.

### Site Location

Formerly a Canadian Forces Base, the Currie Barracks area has undergone several planning phases since its closure as a base in 1998. Most recently, the Currie Barracks Neighbourhood Land Use Plan was prepared to guide the remaining stages of the Currie Barracks development to better account for Calgary's current real estate market.

The Site comprises one large lot totalling 1.627 hectares in the Currie Barracks neighbourhood. The Site is located in the developing area of Currie Barracks and is currently surrounded by vacant land on the



south, west, and northwest. Directly west of the Site is a hotel, the Inn on Officers Garden. Further west, the Site's neighbouring residential development varies from single detached housing to apartments.

The Site is bounded by Currie Lane SW, Bishop Drive SW, Bishop Way SW and Dieppe Drive SW. The South Portion of the Site is currently under construction by the Statesman Group of Companies to develop a retirement complex. The north portion of the Site currently has a Development Permit under review for the development of an assisted living facility. The Development Permit number is DP2023-05035.

The north and south portions of the Site are within one parcel. While this redesignation will apply to the entire parcel, it is intended that the additional uses added to the Direct Control District will only apply to the assisted living facility on the north portion of the Site.

### Redesignation Rationale

### Purpose

The Client wishes to redesignate the Site to amend the current (DC) Direct Control District to include two additional uses; 'Health Care Service' and 'Retail Drive Through'. It is proposed that the remainder of the regulations in the current Direct Control District be maintained. While 'Health Care Service' is an existing use within the Land Use Bylaw, 'Retail Drive Through' does not fit within an existing use definition.

Therefore, a new Direct Control District is required to proceed with the proposed uses. This process necessitates the submission of a Land Use Amendment for a new Direct Control District.

### Existing Zone – (DC 163D2016) Direct Control District

The current Direct Control District is intended to allow for the redevelopment of the Site following the CFB West Master Plan, act as a transition between the higher density mixed-use commercial area and lower density residential neighbourhoods and allow for a limited range of support commercial and multi-residential uses. The building form within the district is intended to be street-oriented at grade and pedestrian-oriented.

### **Proposed Additional Uses:**

To proceed with the Retail Drive Through, a new Direct Control District with specific regulations for its design and operation is required. This necessitates the submission of a Land Use Amendment for a new Direct Control district. The following is a description of both of the proposed additional uses:

- Health Care Service: This use is defined in the Land Use Bylaw as a use that provides physical
  and mental health services on an out-patient basis. Services may be preventative, diagnostic,
  treatment, therapeutic, rehabilitative, or counselling in nature. The intended use on site is a day
  surgery. We propose that 'Health Care Service' be included as a permitted use in the new Direct
  Control district.
- Retail Drive Through: This use would resemble a pharmacy drive-through; however; it would
  include some key differences to be tailored to provide healthcare services while adhering to
  health safety protocols. The key intention for the Retail Drive Through use is to ensure health



services can be provided with minimal person-to-person contact to reduce the spread of communicable diseases. To proceed with the proposed Retail Drive Through, a new Direct Control District with specific regulations for its design and operation is required.

### Planning Framework

### Municipal Development Plan

### Key Directions:

The proposed land use redesignation aligns with the City of Calgary's Municipal Development Plan Key Direction #2 to provide more choices within complete communities. The proposed redesignation would enhance the services available within the Currie Barracks area while providing easily accessible healthcare-related services that benefit the residents of the development on Site as well as the greater community.

### The New Economy:

The proposed land use redesignation is in alignment with the 'Place' growth driver, which "intentionally support[s] diversity and inclusion". The uses proposed in this land use redesignation contribute toward creating easily accessible healthcare uses. The Retail Drive Through in particular contributes to fostering inclusion, by providing opportunities for individuals with limited mobility to access healthcare services.

### Creating a City Attractive to People:

Section 2.1.1 'Creating a City Attractive to People' states that the development should "provide safe and healthy communities with a variety of housing choices, **employment opportunities**, **local retail and services** and **mobility options**."

The proposed land use redesignation contributes toward creating employment opportunities and local healthcare services with alternative mobility options. Both the Health Care Service and Retail Drive Through would contribute employment opportunities and local services to the Currie Barracks area. The Retail Drive Through would also contribute to creating mobility options for receiving healthcare services.

### Creating a City Attractive to Business:

Section 2.1.2 'Creating a City Attractive to Business' states that the development should "provide a land use framework that helps attract highly specialized businesses in the areas of healthcare, education and research and development" and "support and promote the location of new healthcare and learning institutions in areas served by the existing Primary Transit Network."

The proposed land use redesignation aligns with attracting highly specialized businesses in the area of healthcare. Both the Health Care Service and Retail Drive Through uses would align with this policy as highly specialized healthcare businesses. The Site is also close to the Primary Transit Network with Crowchild Trail SW to the east of the Site, Richmond Road north of the Site, 37 Street east of the Site, and Mount Royal University to the south of the Site. In addition, the Site is near the Mount Royal University Primary Transit Hub. Therefore, the proposed land use redesignation aligns with promoting new healthcare uses in areas served by the existing Primary Transit Network.



### Currie Barracks - A Neighbourhood Land Use Plan

### The Ten Guiding Principles:

The proposed land use redesignation aligns with Guiding Principle #6 which states that the City should, "provide for mixed-use and high density development while ensuring neighbourhood livability & strategically directing intensification." This application supports mixed-use development in conjunction with high density development. Providing healthcare services as part of a mixed-use development will contribute to the livability of the Currie Barracks neighbourhood.

#### Flanders Point Centre:

The Site is located in the Flanders Point Centre which is described as the "Heart" of the Currie Barracks community. The Neighbourhood Land Use Plan describes this area as the "commercial and residential centre [that] will serve the residents of Currie barracks, student and faculty of Mount Royal University, office employees from the Parade Square, Westmount, and the ATCO site business park areas along with residents from surrounding Garrison Woods, Rutland Park and Knob Hill/Bankview neighbourhoods."

The additional healthcare uses proposed as part of this application are appropriate uses to be included in the Flanders Point Centre given the above description of the sub-area. The central position of the Site along with the mixed-use nature of the area contributes to these healthcare-related uses fitting within the context of the Flanders Point Centre area.

### **DND Essential Elements:**

The Neighbourhood Land Use Plan describes the Flanders Point Centre as benefiting from being a "prominent site at the entry of the community and [with] great exposure to Crowchild Trail SW." This connectivity further justifies the proposed healthcare related uses onsite, given their accessibility and connectivity to existing major transportation routes.

### Assisted Living Residential Use:

The Neighbourhood Land Use Plan specifies that the "Officers' Mess and Formal Garden area will support an assisted living residential use that is well-connected into the urban residential and retail structure of the centre." This application complements the existing development permit application for an assisted living facility on-site. The proposed land use redesignation would further support the intent of the Neighbourhood Land Use Plan in connecting residents on Site with relevant services in their immediate context.

#### Summation

A key objective of the City of Calgary's Municipal Development Plan is to provide choice within complete communities. Development that supports a mix of uses contributes towards meeting this goal by ensuring that residents' needs can be met in proximity to where they live. In the context of this application, the additional uses proposed would contribute towards ensuring that onsite residents of the assisted living facility, and residents of the greater community have access to healthcare services.

In addition, this application contributes towards the goals set out in the Municipal Development Plan to work toward "creating a city attractive to people" and "creating a city attractive to business." This application would contribute to creating new healthcare services, employment opportunities in



specialized healthcare businesses, local services with alternative mobility options, and healthcare services in an area well serviced by the existing Primary Transit Network.

The proposed Health Care Service and Retail Drive Through uses align with the intended character and use described in the Currie Barracks Neighbourhood Land Use Plan for the Flanders Point Centre area. As part of the "Heart", and "commercial and residential centre" of the Currie Barracks community, the healthcare uses proposed in this application would be appropriately located to serve a wide catchment of residents while benefiting from "great exposure" to major transportation routes.

This application complements the existing development permit application for an assisted living facility on-site. The proposed land use redesignation would further support the intent of the Currie Barracks Neighbourhood Land Use Plan in connecting residents on-site with relevant services in their immediate context.

Thank you for your time in considering this application. We will arrange for payment as soon as the invoice is prepared. In the meantime, should you have any questions or require further information, please do not hesitate to contact me at 780.860.3053 or email <a href="mailto:marcelo@greenspacealliance.com">marcelo@greenspacealliance.com</a>.

Respectfully submitted,

Marcelo Figueira, MEDes, RPP, MCIP

Associate Principal GSA Consulting Inc.

Cc: Dnyanesh Deshpande, Principal, GSA Consulting Inc

# **Applicant Outreach Summary**



### Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.
Project name: 110 Bishops Way SW, Currie Barracks
Did you conduct community outreach on your application? ☐ YES or ✔ NO
If no, please provide your rationale for why you did not conduct outreach.
Please see the attached cover letter
Outreach Strategy Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)
Affected Parties  Who did you connect with in your outreach program? List all groups you connected with.  (Please do not include individual names)



March 13, 2025

### **Rationale for Community Outreach Exemption**

#### Introduction

The proposed redesignation application for the site at Currie Barracks seeks to amend the existing Direct Control (DC) District to include two additional uses: "Health Care Service" and "Retail Drive Through." This rationale outlines the specific factors that justify an exemption from the community outreach requirement, highlighting the unique context of the site, the existing support from a key stakeholder, and the nature of the proposed changes.

### 1. Site Context and Historical Background

The site in question is located within the Currie Barracks neighbourhood, a former Canadian Forces Base with a long history of phased development since its closure in 1998. The site's historical significance and the meticulous planning already undertaken set a foundation that aligns with the broader vision for the area.

The 1.627-hectare site is part of a developing area within Currie Barracks, currently bordered by vacant land to the south, west, and northwest. Given the site's strategic location within a transitioning neighbourhood, it is clear that the development context is evolving. The proposed redesignation aims to further enhance the site's role in serving the community's healthcare needs while remaining consistent with the broader goals of the Currie Barracks development.

### 2. Stakeholder Support

A significant factor in this rationale is the letter of support received from Canada Lands, a federal government entity. Canada Lands has been a key stakeholder in the redevelopment of Currie Barracks since its inception. Their support underscores the alignment of the proposed redesignation with the broader vision for the area, which has been carefully crafted over the years in collaboration with various levels of government and the community.

Canada Lands' endorsement of the proposed redesignation provides a strong foundation for the City to consider the application favourably. It also indicates that the proposed additional uses are consistent with the long-term objectives for the site and the surrounding area, as envisioned by a key public stakeholder with deep ties to the site's history and future.

### 3. Nature of the Proposed Redesignation

The redesignation application seeks to amend the existing Direct Control District (DC 163D2016) to allow for two additional uses: "Health Care Service" and "Retail Drive Through." These uses are intended to complement the existing and planned healthcare-related facilities on the site, specifically the retirement complex and the proposed assisted living facility.



Health Care Service: This use is defined in the Land Use Bylaw as a use that provides physical and mental health services on an out-patient basis. Services may be preventative, diagnostic, treatment, therapeutic, rehabilitative, or counselling in nature. The intended use on site is a day surgery. We propose that 'Health Care Service' be included as a permitted use in the new Direct Control district.

Retail Drive Through: This use would resemble a pharmacy drive-through; however; it would include some key differences to be tailored to provide healthcare services while adhering to health safety protocols. The key intention for the Retail Drive Through use is to ensure health services can be provided with minimal person-to-person contact to reduce the spread of communicable diseases. To proceed with the proposed Retail Drive Through, a new Direct Control District with specific regulations for its design and operation is required.

The proposed redesignation does not seek to alter the fundamental character of the site or the surrounding area. Instead, it aims to enhance the range of healthcare services available to residents and visitors, consistent with the site's evolving role as a hub for healthcare-related development. The proposed uses are carefully tailored to meet the needs of the community while adhering to the principles of good urban design, as reflected in the existing Direct Control District regulations.

### 4. Community Outreach Considerations

While community outreach is an important component of the redesignation process, several factors in this case support an exemption:

- Existing Support from a Key Stakeholder: The support from Canada Lands, a federal government entity, indicates that the proposed redesignation is in alignment with the broader goals for the Currie Barracks area. This endorsement reflects a high level of stakeholder engagement and consensus-building that has already occurred over the years.
- Site Context and Transitional Nature: The site is located in an area that is currently under development, with surrounding lands either vacant or under construction. The transitional nature of the neighbourhood, coupled with the site's strategic location within the larger Currie Barracks development, reduces the potential for significant opposition to the proposed redesignation. The uses being proposed are consistent with the area's planned evolution into a mixed-use, healthcareoriented hub.
- Minimal Impact on Surrounding Community: The proposed additional uses are healthcare-related and are designed to serve the needs of the existing and future residents of the area. These uses are not expected to generate significant traffic, noise, or other impacts that would necessitate extensive community consultation. Instead, they are likely to be viewed as beneficial additions to the neighbourhood.
- Alignment with Existing Plans and Policies: The proposed redesignation is consistent with the objectives of the Currie Barracks Neighbourhood Land Use Plan and the CFB West Master Plan,



both of which have been developed through extensive stakeholder engagement processes. The addition of healthcare-related uses supports the vision for the area as a mixed-use, pedestrian-friendly community with a range of services and amenities.

#### Conclusion

In light of the factors outlined above, we believe that an exemption from the community outreach requirement is justified for this redesignation application. The proposed changes are minor in nature, consistent with the site's evolving role within the Currie Barracks development, and supported by a key stakeholder, Canada Lands. We respectfully request that the City accept this rationale and accept the redesignation application without the need for further community outreach.

Thank you for your time in considering this application. We will arrange for payment as soon as the invoice is prepared. In the meantime, should you have any questions or require further information, please do not hesitate to contact me at 780.860.3053 or email <a href="mailto:marcelo@greenspacealliance.com">marcelo@greenspacealliance.com</a>.

Respectfully submitted,

Marcelo Figueira, MEDes, RPP, MCIP

Associate Principal GSA Consulting Inc.

Cc: Dnyanesh Deshpande, Principal, GSA Consulting Inc

## Community Association Response

March 11, 2025



### LOC2024-0224 at 110 Bishop WY SW

March 11, 2025

To Whom It May Concern:

Thank-you for the opportunity to respond to this application. .

The file manager has specifically indicated that the application will not change any building height, building setbacks or existing parking requirements. This is very important to us since we had significant input into the current DC sites.

We are supportive of a day surgery use on the site. We feel that this will provide a benefit for the community at large.

Our concerns are focused on the drive through component of the Healthcare Nook. Given the information that has been provided, we are opposed. We are opposed to any potential for drive through addiction treatment as part of this proposal. (Addiction treatment is currently a discretionary use for the site, and we do not want to open our community up to being the first drive through site in the City.) While the new definition of Retail Drive Through is intended to minimize the impact on the adjacent residential neighbourhood, it will definitely bring additional traffic to the community as a whole, especially since there are no restrictions on operating hours. Permitting this use in Currie will also set a precedent for other residential areas. This type of use should ONLY be considered in a commercial area. Having a drive through pharmacy could bring significant traffic to the area, as it could draw people from all over the City depending on its hours of operation. This would be a major concern in what will be a dense residential area.

A small pharmacy set up to meet the needs of a day surgery should have minimal impact on residents. A drive through pharmacy in the heart of a residential area would have a major impact. We are opposed.

Thank-you for your time and consideration.

Sincerely,

Leanne Ellis Executive VP and Development and Traffic

On Behalf of the Rutland Park Community Association

3130 40 AVENUE SW CALGARY AB T3E 6W9 development@rutlandparkcommunity.com | www.rutlandparkcommunity.com Planning and Development Services Report to Calgary Planning Commission 2025 March 27

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CPC2024-0524
Page 1 of 3

# Policy and Land Use Amendment in Altadore (Ward 8) at 3926 – 16 Street SW, LOC2023-0025

### **RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

- 1. Give three readings to the proposed bylaw for the amendment to the South Calgary/Altadore Area Redevelopment Plan (Attachment 2); and
- 2. Give three readings to the proposed bylaw for the redesignation of 0.06 hectares ± (0.15 acres ±) located at 3926 16 Street SW (Plan 4890AG, Block A, Lots 12 and 13) from Residential Grade-Oriented Infill (R-CG) District to Commercial Neighbourhood 2 (C-N2) District.

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MARCH 27:

### That Council:

- 1. Give three readings to **Proposed Bylaw 40P2025** for the amendment to the South Calgary/Altadore Area Redevelopment Plan (Attachment 2); and
- Give three readings to Proposed Bylaw 78D2025 for the redesignation of 0.06 hectares ± (0.15 acres ±) located at 3926 16 Street SW (Plan 4890AG, Block A, Lots 12 and 13) from Residential Grade-Oriented Infill (R-CG) District to Commercial Neighbourhood 2 (C-N2) District.

### **HIGHLIGHTS**

- This application seeks to redesignate the subject property in order to allow for the development of an office within the existing residential building.
- The proposal allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed Commercial Neighbourhood 2 (C-N2) District would allow for uses that can provide local services to neighbouring residents.
- Why does this matter? The proposed land use would allow for a more efficient use of
  existing infrastructure and at-grade local commercial development that provides retail
  and service uses in close proximity to residents.
- An amendment to the South Calgary/Altadore Area Redevelopment Plan (ARP) is required to accommodate the proposed land use.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

CPC2024-0524

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**ISC: UNRESTRICTED** 

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Policy and Land Use Amendment in Altadore (Ward 8) at 3926 - 16 Street SW, LOC2023-0025

### **DISCUSSION**

This application, in the southwest community of Altadore, was submitted by Se7en Dezign on behalf of the landowners, Orjon Danglli and Shpresa Danglli, on 2023 January 30.

The approximately 0.06 hectare (0.15 acre) site is located mid-block, on the east side of 16 Street SW, south of 38 Avenue SW. Commercial development is located directly south of the site along 16 Street SW, north 40 Avenue SW. The parcel is currently developed with a single detached dwelling and detached garage with lane access. The proposed C-N2 District would allow for the local commercial uses of Office or Retail and Consumer Service within the existing building. The Applicant Submission (Attachment 3) indicates the intent for an office at this location.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

### **ENGAGEMENT AND COMMUNICATION**

- ☐ Outreach was undertaken by the Applicant
- □ Public/interested parties were informed by Administration

### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the <u>Applicant Outreach Toolkit</u> to assess which level of outreach with the public/interested parties and the respective community association was appropriate. In response, the applicant reached out to the Ward Councillor's Office, Marda Loop Communities Association (CA) and neighbouring residents, and conducted door knocking and pamphlet delivery within the immediate area. The Applicant Outreach Summary can be found in Attachment 4.

### **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published <u>online</u>. Notification letters were also sent to adjacent landowners.

Administration received 14 letters of opposition from the public. The letters of opposition included the following areas of concern:

- negative impact on local traffic, on-street parking and pedestrian safety;
- not appropriate location for additional commercial/retail uses already too much retail and multi-residential development;
- low density development should be maintained; and
- the applicant has not provided accurate or sufficient information to residents.

No comments from the CA were received during the initial circulation process; Administration did contact the CA to follow up and they stated that while they did not object to the proposal, they did want Administration to be aware that there are issues related to accommodating onstreet parking along 16 Street SW. The comments from the CA can be found in Attachment 5.

City Clerks: R. Derwantz / J. Palaschuk

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Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Policy and Land Use Amendment in Altadore (Ward 8) at 3926 - 16 Street SW, LOC2023-0025

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building, site design and on-site parking will be reviewed and determined at the development permit stage.

Following Calgary Planning Commission, notifications for a Public Hearing of Council will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

### **IMPLICATIONS**

### Social

The proposal would allow for new commercial development for Calgarians within a growing and densifying established neighbourhood by contributing to the range of community amenities.

### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

### **Economic**

The proposed amendment would allow for additional commercial opportunities in the area contributing to the overall economic vitality of the neighbourhood.

### **Service and Financial Implications**

No anticipated financial impact.

### **RISK**

There are no known risks associated with this proposal.

### **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Proposed Bylaw 40P2025
- 3. Applicant Submission
- 4. Applicant Outreach Summary
- 5. Community Association Response
- 6. Proposed Bylaw 78D2025

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

ISC: UNRESTRICTED CPC2024-0524 Page 4 of 3

# Policy and Land Use Amendment in Altadore (Ward 8) at 3926 - 16 Street SW, LOC2023-0025

**Department Circulation** 

General Manager (Name)	Department	Approve/Consult/Inform

## **Background and Planning Evaluation**

### **Background and Site Context**

The subject site is located mid-block, on the east side of 16 Street SW, south of 38 Avenue SW. The site is approximately 0.06 hectares (0.15 acres) in size and is approximately 15 metres wide and 37 metres deep. The site is currently developed with a single detached dwelling and detached garage with lane access.

Surrounding development to the north, east and west is primarily single and semi-detached dwellings designated as Residential – Grade-Oriented Infill (R-CG) District. Directly to the south of the site, along 16 Street SW (north of 40 Avenue SW), are sites developed with small scale commercial development and are designated as Commercial – Neighbourhood (C-N2) District. Additionally, to the north, just south of 38 Avenue SW, there is a site designated Multi-Residential – Contextual Low Profile (M-C1) District developed with low-rise apartment buildings.

### **Community Peak Population**

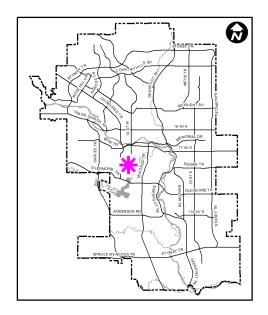
As identified below, the community of Altadore reached its peak population in 2019.

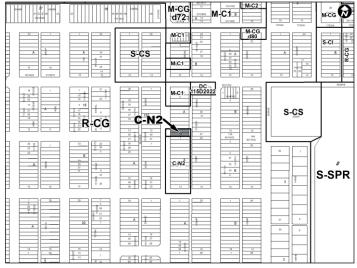
Altadore	
Peak Population Year	2019
Peak Population	6,942
2019 Current Population	6,942
Difference in Population (Number)	0
Difference in Population (Percent)	0.00 %

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained online through Altadore Community Profile.

## **Location Maps**









### **Previous Council Direction**

None.

### **Planning Evaluation**

### Land Use

The existing Residential – Grade-Oriented Infill (R-CG) District provides for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on the subject site parcel area, this would allow up to four dwelling units. Secondary suites are permitted uses within the R-CG District. This land district does not allow for office uses and is limited to home occupation uses for businesses

The proposed C-N2 District accommodates small scale commercial developments and buildings that are in keeping with the scale of nearby residential areas, with opportunities for residential uses to occur on the upper floors of buildings that contain commercial uses. The C-N2 District allows for a maximum height of 10.0 metres and a maximum floor area ratio (FAR) of 1.0.

### **Development and Site Design**

If approved by Council, the rules of the C-N2 District will provide guidance for future site redevelopment including appropriate uses, building massing, height, landscaping, parcel coverage and parking. Items that would be considered through the development permit review process include, but are not limited to:

- · access and parking provision;
- mitigations of shadowing and privacy; and
- ensuring appropriate interface with the adjacent low density developments.

### **Transportation**

The site fronts onto the collector road of 16 Street SW and is near 38 Avenue SW, also a collector road, and 40 Avenue SW, which classified as a residential street.

Pedestrian connectivity in the neighborhood is provided through the existing sidewalks on 16 Street SW, 38 Avenue SW and 40 Avenue SW.

The site is served by the cycling infrastructure with an existing on-street bikeway along 16 Street SW, which connects to on street bikeways along 38 Avenue SW, 42 Avenue SW and to the Always Available for All Ages and Abilities (5A) Network.

The proposed development is located within proximity to the transit network on 16 Street SW and 38 Avenue SW, with Stops for Route 13 (Altadore), which are within approximately 85.0 metres of the site (a two-minute walk).

Vehicular access to the subject site would be provided from the rear lane. On-street parking is available on 16 Street SW with current parking restrictions of 20 minutes, and one-hour limits during the day, to the south of the subject parcel. No restrictions are noted for the on street parking on the west side of 16 Street SW.

### **Environmental Site Considerations**

Currently, there are no known environmental concerns with the proposed land use amendment application.

### **Utilities and Servicing**

Water and sanitary sewer lines are available to service the subject site. Details of site servicing, as well as appropriate stormwater management, will be considered and reviewed as part of a development permit application.

### Legislation and Policy

### South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

### Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Developed Residential – Inner City area as identified on Map 1: Urban Structure in the <u>Municipal Development Plan</u> (MDP). The proposed application complies with relevant policies that support at-grade local commercial development that provides retail and service uses in close proximity to residents.

CPC2024-0524 Attachment 1 ISC: UNRESTRICTED

### Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the <u>Calgary Climate Strategy – Pathways to 2050</u>. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged within the development permit review.

### South Calgary/Altadore Area Redevelopment Plan (Statutory – 1986)

The <u>South Calgary/Altadore Area Redevelopment Plan</u> (ARP) Map 2: Land Use Policy identifies the subject site as Residential Conservation, which has an intent to permit low profile infill development that is compatible with surrounding dwellings.

An amendment to Map 2 is required to accommodate the proposal. This amendment will identify the subject site as Local Commercial which encourages commercial development that relates in appearance, scale, and function to the surrounding residential area. This is in accordance with Section 3.3.2 'New Local Commercial' which states that if local commercial areas are to be expanded an amendment to the plan would be required.

### **West Elbow Communities Local Area Plan Project**

This site is located in Area 2/3 (West Elbow Communities), which includes Altadore and surrounding communities. Administration is currently developing the <u>West Elbow Communities</u> <u>Local Area Plan project</u>. Planning applications are being accepted for processing while the project is in progress, however, applications are reviewed using existing legislation and Council approved policy only, including the existing ARP. The proposal is in alignment with the applicable urban form category and building scale modifier for the subject site in the draft West Elbow Communities Local Area Plan (LAP).

CPC2024-0524 Attachment 1 ISC: UNRESTRICTED



CPC2024-0524 ATTACHMENT 2

### **BYLAW NUMBER 40P2025**

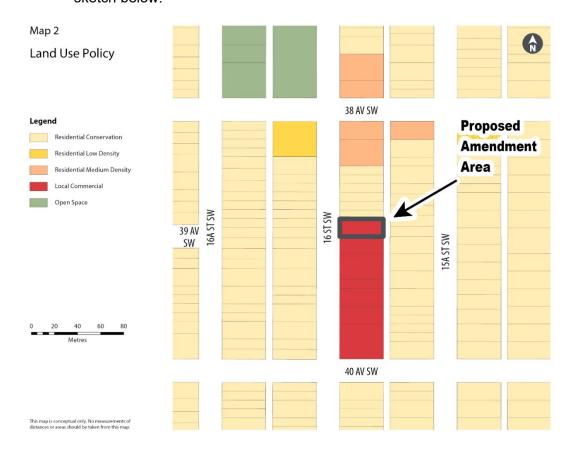
BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE SOUTH CALGARY/ALTADORE AREA REDEVELOPMENT PLAN BYLAW 13P86 (LOC2023-0025/CPC2024-0524)

**WHEREAS** it is desirable to amend the South Calgary/Altadore Area Redevelopment Plan Bylaw 13P86, as amended;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

- 1. The South Calgary/Altadore Area Redevelopment Plan attached to and forming part of Bylaw 13P86, as amended, is hereby further amended as follows:
  - (a) Amend Map 2 entitled 'Land Use Policy' by changing 0.06 hectares ± (0.15 acres ±) located at 3926 16 Street SW (Plan 4890AG, Block A, Lots 12 and 13) from 'Residential Conservation' to 'Local Commercial' as generally illustrated in the sketch below:





### **BYLAW NUMBER 40P2025**

2. This Bylaw comes into force of	on the date it is passed.	
READ A FIRST TIME ON		
READ A SECOND TIME ON		
READ A THIRD TIME ON		<u> </u>
	MAYOR	
	MATOR	
	SIGNED ON	
	CITY CLERK	
	SIGNED ON	

## **Applicant Submission**

The landowner of 3916 16 Street S.W. wishes to rezone their parcel of land from R-CG (Residential – Grade Oriented Infill District to C-N2 (Commercial – Neighborhood District).

To provide you site context and history on this parcel of land. The parcel is located midblock along 16 Street bound between 38<sup>th</sup> and 40<sup>th</sup> Avenue S.W. The parcel is currently zoned R-CG, the parcels to the South of his parcel are all zoned C-N2. The parcels to the North are zoned RC-G and have generally been redeveloped from the older stock single detached dwelling housing of the 1950's to semi-detached dwellings. The current house on the parcel of land has operated as a Montessori Day Home for 2-3 years and is currently a residential rental on a short term lease basis.

The owner's primary request for rezoning this parcel of land from R-CG (Residential – Grade Oriented Infill District) C-N2 (Commercial – Neighborhood District) to operate a boutique architectural design office from this location. At this time the owner wishes to retain the existing building and renovate it to serve the new business. The required parking to serve the businesses would be accommodated at the rear of the lot with consideration that a portion of clients will be pedestrian/transit based visits from the local community and beyond. The core work hours for the business are from 8:00am - 4:30pm, with no work on weekends or holidays. There will be a location for one visitor parking as well in the parking lot, generally speaking there will not be many visitors unless they are new clients and these meetings will be scheduled. In person meeting and amount to one or two visits a day and on some days none at all.

The proposed rezoning of this parcel to C-N2 (Commercial – Neighborhood District) would be in alignment with the City policy and MDP – Municipal Development Plan which encourages local commercial uses within inner city neighbourhoods.

The intent to rezone to C-N2 (Commercial – Neighborhood District) will benefit the existing community as populations have declined from their peak of the 1960's, 70's and 80's. The development supports the needs of the community and support small businesses that provide services to inner city communities and citizens of Calgary in general.

Outreach was provided by door knocking and pamphlet delivery campaigns undertaken on the following days Thursday, May 18. 2023/Tuesday, September 12, 2023/Monday, January 29, 2024. The primary concerns from the immediate neighbors were as follows:

We also wanted to touch on the noticeable delay of the Land use re-designation from the submission in 2023 to the current day of this letter is primarily attributed to personal reasons by myself. Should you or your office require any further clarification on the plans please feel free to contact us.

With kind regards, Ahmad (Edward) Talib - Agent for Owner

# **Applicant Outreach Summary**



### Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.
Project name: LOC2023-0025
Did you conduct community outreach on your application?    YES or NO
If no, please provide your rationale for why you did not conduct outreach.
Outreach Strategy Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)
Councillor office contacted via phone and e-mail - no response.  E-mails to the Marda Loop Community Association requesting input into the proposed land use redesignation by phone July 2021, by phone September of 2021, by e-mail February of 2022, by e-mail August of 2023. by e-mail January 2025.  Phone Conversation with Kim Kemper member of the Marda Loop Community Association May 2024.  Business owner to South Kindervalley Montesorri was neither in objection nor support of the proposed redesignation during our discussion.  Door knocking and pamphlet delivery campaigns which were undertaken on the following days Thursday, May 18. 2023/Tuesday, September 12, 2023/Monday, January 29, 2024 - discussed proposal with homeowners and business owners who were responded to door knocking campaign.  Phone conversations with homeowners and business owners with respect to clarification on intent.  Affected Parties  Who did you connect with in your outreach program? List all groups you connected with. (Please do not include individual names)
Homeowners in immediate area. Business owners in immediate area.

calgary.ca/planningoutreach



# Community Outreach for Planning & Development Applicant-led Outreach Summary

### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

Parking concerns.

Traffic Congestion.

Proposed business in direct competition with adjacent businesses to the South. Derelict rental property by previous owner.

Property Value Concerns.

### How did input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

Reduced amount of parking for visitors from 3 spots to one spot. Total parking from 8 stalls to 5 stalls.

Increase in traffic mitigated by nature of business as business has a low occupant load and a small amount of visitors during the week.

Proposed business is not in direct competition with adjacent businesses.

Proposed business will revitalize existing building to compliment streetscape of the 3900 block of 16 Street S.W. Lansdcapiing will be improved by planting additional trees/shribs and maintaing soft and hard landscaping surfaces.

Property value concerns we feel is mitigated as the existing building will be revitalized and will remain similar in form to that of the existing dwelling on site.

### How did you close the loop?

Provide a summary of how you shared outreach outcomes and final project decisions with those who participated in your outreach. (Please include any reports or supplementary materials as attachments)

Concept civil architectural plans and renderings shared with individuals in person or by e-mail correspondence.	

calgary.ca/planningoutreach

## Community Association Response

From: MLCA Development < development@mardaloop.com>

Sent: Wednesday, February 12, 2025 12:59 PM

**To:** Friedman, Jarred B. <Jarred.Friedman@calgary.ca> **Subject:** [External] Re: 3926 – 16 Street SW, LOC2023-0025

Hi Jarred,

We don't have objections to the proposal, just a note of caution about enough parking for all the businesses along 16th street. It's already hard to find a spot.

Thanks, Rita



CPC2024-0524 ATTACHMENT 6

### **BYLAW NUMBER 78D2025**

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

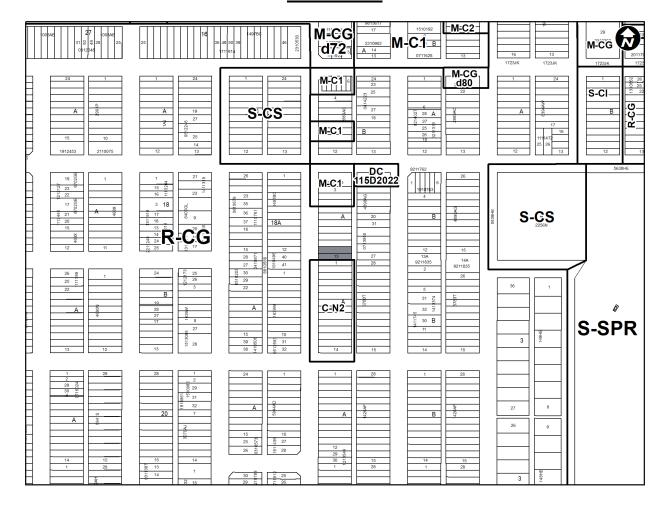
  CITY CLERK

SIGNED ON \_\_\_\_\_



### AMENDMENT LOC2023-0025/CPC2024-0524 BYLAW NUMBER 78D2025

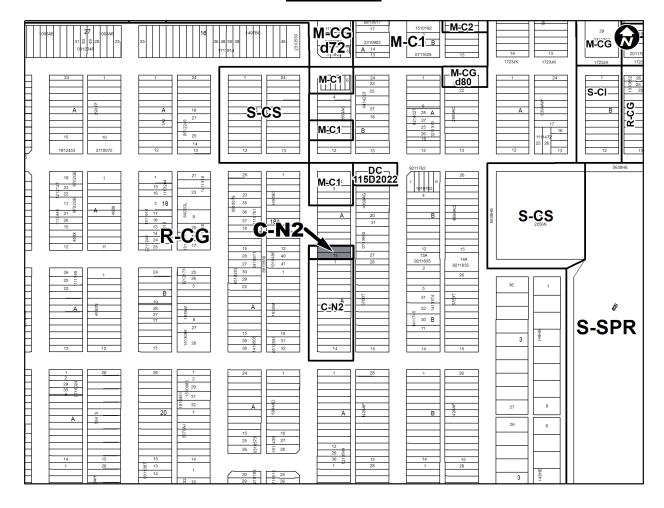
### **SCHEDULE A**





### AMENDMENT LOC2023-0025/CPC2024-0524 BYLAW NUMBER 78D2025

### **SCHEDULE B**



Planning and Development Services Report to Calgary Planning Commission 2025 March 27

ISC: UNRESTRICTED
CPC2025-0301
Page 1 of 4

Policy Amendment, Road Closure and Land Use Amendment in Beltline (Ward 8) adjacent to 1121 – 12 Avenue SW, LOC2024-0202

### **RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

- 1. Give three readings to the proposed bylaw for the amendments to the Beltline Area Redevelopment Plan (Attachment 2);
- 2. Give three readings to the proposed closure of 0.10 hectares ± (0.25 acres ±) of road (Plan 2510265) adjacent to 1121 12 Avenue SW, with conditions (Attachment 3); and
- 3. Give three readings to the proposed bylaw for the redesignation of 0.10 hectares ± (0.25 acres ±) of closed road (Plan 2510265) from Undesignated Road Right-of-Way to Special Purpose Community Service (S-CS) District.

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MARCH 27:

That Council:

- 1. Give three readings to **Proposed Bylaw 39P2025** for the amendments to the Beltline Area Redevelopment Plan (Attachment 2);
- 2. Give three readings to **Proposed Bylaw 6C2025 for the** closure of 0.10 hectares ± (0.25 acres ±) of road (Plan 2510265) adjacent to 1121 12 Avenue SW, with conditions (Attachment 3); and
- 3. Give three readings to **Proposed Bylaw 72D2025** for the redesignation of 0.10 hectares ± (0.25 acres ±) of closed road (Plan 2510265) from Undesignated Road Right-of-Way to Special Purpose Community Service (S-CS) District.

### **HIGHLIGHTS**

- This application seeks to close a portion of 10 Street SW to allow for a public park space adjacent to Connaught School.
- The proposal addresses a need for increased open space in Beltline and supports the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? This application would increase the amount and types of open space available for nearby residents, supporting active transportation and leisure activities.
- Why does this matter? This application will make what has been a temporary open space for over two years into a permanent fixture, intended to provide more open space for the community and to create safer walking conditions for school children.
- An amendment to the *Beltline Area Redevelopment Plan* (ARP) is required to accommodate the proposal.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

CPC2025-0301

Page 2 of 4

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Policy Amendment, Road Closure and Land Use Amendment in Beltline (Ward 8) adjacent to 1121 - 12 Avenue SW, LOC2024-0202

### DISCUSSION

This road closure, policy and land use amendment in the southwest community of Beltline was submitted by The Tula Project on 2024 August 13 on behalf of The City of Calgary. As noted in the Applicant Submission (Attachment 4), the intent is to close the portion of 10 Street SW identified on the registered Road Plan (Attachment 5) adjacent to Connaught School to create an urban park space.

The space has been temporarily closed since 2022 as a pilot project to support improved public realm conditions for the general community and particularly for commuting school children. The new park would increase the amount of open space in the area and provide safe and improved active transportation connections within a dense urban environment. Upon closure of the road, The City of Calgary would retain ownership of the site and will be responsible for maintenance and operations.

The 0.10 hectare (0.25 acre) site comprises of the southern portion of the undesignated 10 Street SW road right of way between 12 Avenue SW and 13 Avenue SW. Directly adjacent to the site are the Connaught School grounds and several medium to high density residential developments. The proposed Special Purpose – Community Service (S-CS) District is intended to accommodate a limited range of community uses, including park space.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

### **ENGAGEMENT AND COMMUNICATION**

- ☐ Outreach was undertaken by the Applicant
- □ Public/interested parties were informed by Administration

### **Applicant-Led Outreach**

As part of the review of the proposed road closure, policy and land use amendment, the applicant was encouraged to use the <u>Applicant Outreach Toolkit</u> to assess which level of outreach with the public/interested parties and respective community association was appropriate.

As outlined in the Applicant Outreach Summary (Attachment 6), the applicant has undertaken a robust engagement program for this project since 2021. Engagement continued throughout the road closure, policy and land use amendment application process where the applicant recently conducted onsite pop-ups, delivered digital newsletters and polls, had sessions with a targeted working group and had onsite walkthroughs with residents of the adjacent multi-residential development.

### **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on the site and published <u>online</u>. Notification letters were also

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ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Policy Amendment, Road Closure and Land Use Amendment in Beltline (Ward 8) adjacent to 1121 - 12 Avenue SW, LOC2024-0202

sent to adjacent landowners. Administration received 19 letters in support and five letters in opposition from the public for this proposal.

The five letters of opposition included the following areas of concern:

- lack of a need in this area due to other parks in close proximity;
- design of the space in its temporary form; and
- potential disruption of traffic and congestion elsewhere due to the road closure.

The reasons for support noted in the letters received include:

- general success of the pilot project;
- demonstrated improved safety for pedestrians, families and school children;
- creation of natural and safe active transportation connections;
- overall increase of park space in Beltline; and
- beautification of the neighbourhood.

No comments from the Beltline Neighbourhoods Association (CA) were received. Administration contacted the CA to follow up and no response was received.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The road closure and land use amendment were reviewed by the Development Applications Review Team and are supported. The design of the site is being reviewed and determined by various groups in Administration in collaboration with the applicant and informed by the public engagement done to date.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the road closure, policy amendment and land use amendment will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

### **IMPLICATIONS**

### Social

The proposed application contributes to the open space needs of nearby residents. It adds vibrancy to the area and creates a safer pedestrian environment.

### **Environmental**

This application aligns with the *Calgary Climate Strategy – Pathways to 2050* by supporting Program Pathway G: Mode shift – Increase the mode share of zero or low emissions transportation modes, by encouraging walking and wheeling through the new public park space.

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ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Policy Amendment, Road Closure and Land Use Amendment in Beltline (Ward 8) adjacent to 1121 - 12 Avenue SW, LOC2024-0202

### **Economic**

Ensuring that existing and future citizens have a good quality of life through the expansion of open space helps achieve our economic goals of having citizens remain in the city and help attract new and innovative talent.

### **Service and Financial Implications**

No anticipated financial impact.

### RISK

There are no known risks associated with this proposal.

### **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Proposed Bylaw 39P2025
- 3. Road Closure Conditions
- 4. Applicant Submission
- 5. Registered Road Plan
- 6. Applicant Outreach Summary
- 7. Proposed Bylaw 6C2025
- 8. Proposed Bylaw 72D2025

**Department Circulation** 

General Manager (Name)	Department	Approve/Consult/Inform

## **Background and Planning Evaluation**

### **Background and Site Context**

The subject site is a portion of the undesignated 10 Street SW road right-of-way between 12 Avenue SW and 13 Avenue SW located in the southwest community of Beltline. The approximately 0.10 hectares (0.25 acres) site has an irregular shape, approximately 47 metres in length, and ranging from approximately 20 metres to 28 metres in width. The site encompasses the entire portion of the current 10 Street SW road right-of-way south of the existing lane and up to 13 Avenue SW. This includes the public sidewalks on 10 Street SW and portions of the public sidewalks on 13 Avenue SW.

This portion of 10 Street SW has been operating as a public park in a temporary state since 2022 in line with existing approvals. This proposal would formally close this portion of the road to enable a permanent public park space. The temporary closure of this site was a community-led and non-profit initiative intended to support safer conditions for students walking to Connaught School (elementary).

Connaught School is directly adjacent to the site with surrounding properties mainly characterized as medium to high density residential development. The land use designations surrounding the site all support high density residential development. The site is approximately 400 metres (a five-minute walk) to the 17 Avenue SW Main Street and there are various commercial developments within close proximity to the park.

This new park space would expand the open space network in the area where there are existing parks such as the directly adjacent Connaught School playground, Barb Scott Park within 200 metres of the site (a three-minute walk) and Connaught Park within 300 metres of the site (a four-minute walk). This is in addition to existing separated bicycle lanes along 12 Avenue SW, 11 Street SW and a future Greenway proposed along 13 Avenue SW, with which the subject site will interface. There are also bus stops for Route 7 (Marda Loop) and Route 90 (Bridgeland / U of C) within 200 of the site (a three-minute walk).

### Community Peak Population Table

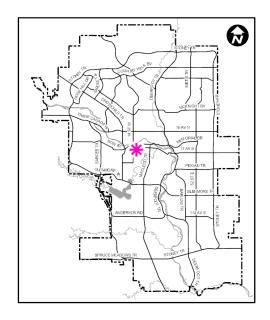
As identified below, the community of Beltline reached its peak population in 2019.

Beltline	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2019 Civic Census

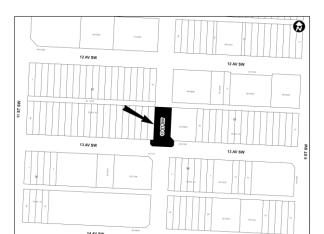
Additional demographic and socio-economic information may be obtained online through the <u>Beltline Community Profile</u>.

# **Location Maps**





Road Closure Map



Proposed Land Use Map





## **Previous Council Direction**

None.

# **Planning Evaluation**

#### **Road Closure**

This proposal includes the closure of an approximately 0.10 hectare (0.25 acre) portion of 10 Street SW adjacent to 1121 – 12 Avenue SW between 12 Avenue SW and 13 Avenue SW. The closed portion of road would then be converted into a park space as a standalone parcel, subject to the Road Closure Conditions.

### **Land Use**

The site is currently undesignated road right-of-way and would be assigned the Special Purpose – Community Service (S-CS) District to allow conversion to park space. The S-CS district is intended to accommodate a limited range of education and community uses, including parks which are not dedicated as municipal reserve (MR).

### **Development and Site Design**

The rules of the proposed S-CS District would guide any future development or improvements on the site. The site is heavily restricted by utilities and by its overall size, offering limited opportunity for any significant permanent structures.

#### **Transportation**

Pedestrian access is available through the existing network from 12 Avenue SW and 13 Avenue SW, and from the north portion of 10 Street SW. The grid network of sidewalks throughout the neighborhood provides multiple routing options for pedestrians. With the road closure, pedestrian accessibility will be maintained through the subject site.

The site benefits from strong connectivity for all mobility modes. The site area is well served by Calgary Transit, with bus stops within 100 metres to 200 metres of the site (a three-minute walk) along 12 Avenue SW (Route 7 - Marda Loop and Route 90 - Bridgeland/University of Calgary). In addition, the 11 Street SW and 12 Avenue SW cycle tracks are in close proximity to the site area, as well as a future greenway corridor planned along 13 Avenue SW.

Vehicle access to the lane and adjacent private garage will be preserved for local traffic through 10 Street SW from the north and through the lane from the east. On-street parking will remain available in the surrounding area with daytime restrictions of two-hour parking during the weekdays, and restricted zones adjacent to the school on 12 Avenue SW and a portion of 10 Street SW.

A Transportation Mobility Assessment was commissioned to evaluate the closure of the road and was supported by Administration. Further review and recommendations will occur through subsequent approval stages.

#### **Environmental Site Considerations**

No environmental concerns were noted for this site.

#### **Utilities and Servicing**

Water storm and sanitary sewers are available to service this site. Existing public utilities are to be protected in a utility right-of-way.

# Legislation and Policy

#### South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

#### **Municipal Development Plan (Statutory – 2009)**

The subject site is located in the Greater Downtown Activity Centre as identified on Map 1: Urban Structure in the <u>Municipal Development Plan</u> (MDP). This application supports the general policies for the Greater Downtown by enabling high-quality active transportation connections, ensuring public open spaces accommodate people of all abilities and connecting the Greater Downtown through a vibrant public realm network.

#### Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the <u>Calgary Climate</u> <u>Strategy – Pathways to 2050</u> programs and actions. This application supports and enables infrastructure for various modes of active transportation which aligns closely with Program Pathway G: Mode shift – Increase the mode share of zero or low emissions transportation modes.

**Greater Downtown Plan (Non-Statutory 2021)** 

This application is supported by <u>Calgary's Greater Downtown Plan</u>. It aligns closely with various identified strategies related to creating vibrant urban neighbourhoods, expanding the open space network and re-envisioning street space and public rights-of-way.

#### Beltline Area Redevelopment Plan (Statutory – 2006)

The subject site is currently shown as undesignated road right-of-way in all maps within the <u>Beltline Area Redevelopment Plan</u> (ARP). An amendment to the ARP is required to identify this site as the Public Park, Pathways, Open Space & Recreation typology in all relevant maps in the ARP. This change will lead to the application of many policies in Chapter 6: Parks and Public Realm of the ARP. Relevant policies also support the creation of new park space in the community to address the current deficiency in open space in Beltline in terms of the targeted amount of open space per resident. These policies will also be relevant through the design approval stage.

### Beltline Parks Public Realm Playbook (Non-Statutory – 2024)

The <u>Beltline Parks and Public Realm Playbook</u> (The Playbook) is a non-statutory document that provides detailed guidance and strategy to address the parks and open space needs in Beltline. This proposal aligns closely with various recommendations, in particular Move 2: Leverage Park and Public Realm Synergies, and supports the overall goal of creating complete experiences within the open space network.



CPC2025-0301 ATTACHMENT 2

#### **BYLAW NUMBER 39P2025**

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE BELTLINE AREA REDEVELOPMENT PLAN BYLAW 2P2006 (LOC2024-0202/CPC2025-0301)

**WHEREAS** it is desirable to amend the Beltline Area Redevelopment Plan Bylaw 2P2006, as amended;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

- 1. The Beltline Area Redevelopment Plan attached to and forming part of Bylaw 2P2006, as amended, is hereby further amended as follows:
  - (a) In Part 1, delete the existing Map 3 entitled 'Land Use Concept' and replace with the revised Map 3 entitled 'Land Use Concept' attached as Schedule A.
  - (b) In Part 1, delete the existing Map 3A entitled 'Building Frontages' and replace with the revised Map 3A entitled 'Building Frontages' attached as Schedule B.
  - (c) In Part 1, delete the existing Map 3B entitled 'Policy Areas' and replace with the revised Map 3B entitled 'Policy Areas' attached as Schedule C.
  - (d) In Part 1, delete the existing Map 4 entitled 'Large Residential Floor Plate Policy Area' and replace with the revised Map 4 entitled 'Large Residential Floor Plate Policy Area' attached as Schedule D.

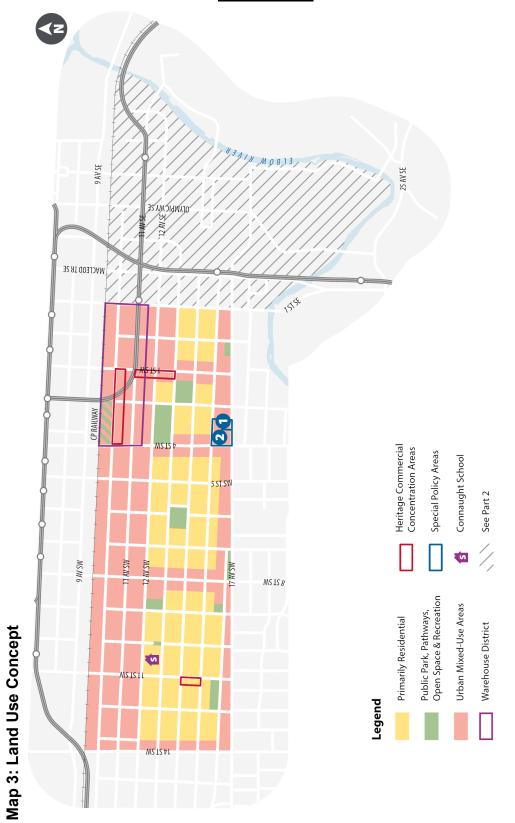


2. This Bylaw	comes into force on the	date it is passed.	
READ A FIRST T	IME ON		
READ A SECONI	TIME ON		
READ A THIRD T	IME ON		
		MAYOR	_
		SIGNED ON	
		CITY CLERK	
		SIGNED ON	

# **PROPOSED**

## **BYLAW NUMBER 39P2025**

# **SCHEDULE A**



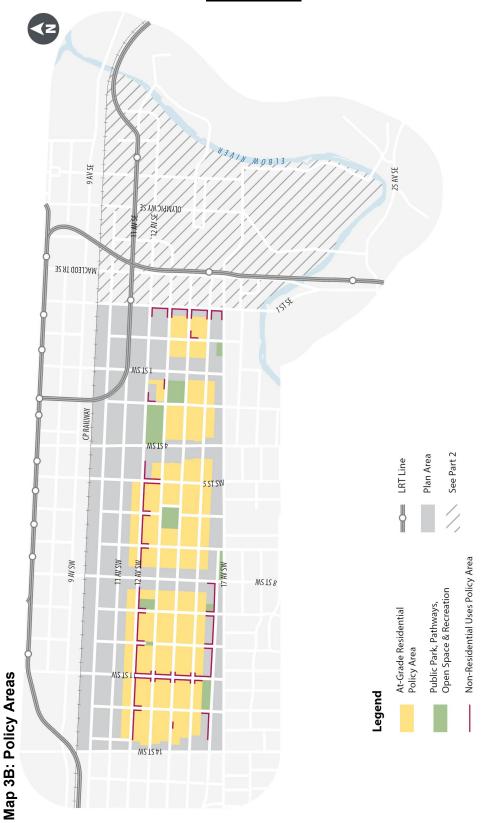


# **SCHEDULE B**





# **SCHEDULE C**





# **SCHEDULE D**



# **Road Closure Conditions**

- 1. All existing utilities within the road closure area shall be protected by easement or relocated at the developer's expense.
- 2. The developer is responsible for all costs associated with the closure including all necessary physical construction, removal, rehabilitation, utility relocation, etc.
- 3. At the time of redevelopment, the proposed road plan will identify the boundary area to indicate the portion of the 13 Avenue SW right of way including the pedestrian crossing. The south boundary will align with design best practice to ensure a safe and efficient pedestrian corridor is created within and adjacent to the right of way.
- 4. Upon redevelopment, all proposed access, including access management, will be designed and located to the satisfaction of the Manager, Development Engineering. Access to the existing lane and the private garage will remain free from obstacles or encumbrances.
- 5. The developer will ensure walkways between 13 Avenue SW and 12 Avenue SW remain open to public use with free and clear accessibility to the neighbourhood park, transit zones, active modes network or to connect neighbourhood sub areas.

# **Applicant Submission**



#### Project Summary

The Connaught Open Street Public Realm project is seeking to redesignate road space to park space in the Beltline. The project team proposes that the southern half of 10 St SW, north of 13 Ave SW and south of 12 Ave SW to be permanently closed to vehicles to create an urban park, approximately 0.1 hectares in size. Roadway, boulevard, and sidewalk area will be rezoned to park space. The park will provide additional green space for residents in the Beltline and create a public realm environment that supports safer routes to school for kids. Public vehicle access will be removed within the park, and a driveway access easement will provide a homeowner access to their residential two car garage.

#### History of the project

The project is part of a larger study called "Kids Reimagine School Streets". Completed in 2022 by Sustainable Calgary and their design partners, this project aimed to co-create safe comfortable and interesting routes to school; and empower kids – and the rest of the community – to lower their carbon footprint by walking and biking for their daily trips to school. The work completed on this project is the recent recipient of a 2024 National Urban Design Award.

Building on the momentum of collaborative co-design workshops during the 'Kids Reimagine School Streets' project, tactical urbanism interventions were implemented adjacent to three schools in the City of Calgary, one being the Connaught Play Street (2022). The southern half of 10<sup>th</sup> Street between 12<sup>th</sup> Avenue and 13<sup>th</sup> Avenue was closed to encourage more walking and biking by students and the community at large. Weekly pop-up activities took place at 'Connaught Open Street' over the summers of 2022 and 2023, which provided free, family-friendly outdoor events. The aesthetics for the design interventions and networks were inspired by the direction provided by the elementary grade school students, which included bright colours, patterns, additional trees and vegetation in the roadway.

Funding has been secured through Healthy Canadians and Communities Fund and The Beltline Community Investment Fund for to secure permanent closure of the southern half of 10<sup>th</sup> Street SW, complete detail design, and for construction. Construction is anticipated to begin in the spring of 2025.

#### Adjacencies

The project is located on 10<sup>th</sup> Street SW between 12<sup>th</sup> Avenue SW and 13<sup>th</sup> Avenue SW. The site is surrounded by residential high-density use (CC-MH). The adjacent green spaces are Barb Scott Park, 200m away to the east along 13<sup>th</sup> Avenue SW and the Connaught off Leash Dog Park which is approximately 230m away. A well-loved playground is directly adjacent to the west of the project area.

The Beltline is currently deficient in the required green space and public park space for the community, providing only 0.588 hectare of open space per 1000 residents. For reference the Municipal

Development Plan Targets 2.0 hectares / 1,000 residents and the Greater Downtown Plan targets 1.0 hectares/1,000 residents. The addition of the Connaught Open Street park space will add valuable public realm space in the community, providing an additional 0.1 hectare of public park amenity.

### **Policy Relevancy**

The Connaught Open Street Park Project directly supports the Beltline Area Redevelopment Plan Policy Goals and The Beltline Parks and Public Realm Playbook. A detailed summary below illustrates the many policy objectives and principals that this project aligns with.

Policy Name	How Connaught Open Street Supports Policy
Beltline Area	2.2 Principles:
Redevelopment Plan	2.2.1 Foster and Support Neighborhoods that:
	<ul> <li>Include built, natural, and social environments that are resilient and generate low emissions.</li> </ul>
	<ul> <li>Have convenient access to essential community amenities and services as transit, pedestrian and cycling paths, schools, childcare facilities, social services, open spaces, natural amenities such as rivers playgrounds and public recreation facilities.</li> </ul>
	2.2.2 Take an artful approach to everything that is built in the Beltline:
	<ul> <li>The Beltline community has developed a unique character over time as being a place for art, culture, social gathering and unique experiences.</li> </ul>
	<ul> <li>All components of the built environment should be done in a way which enhances community character in Beltline.</li> </ul>
	<ul> <li>These types of experiences are a primary goal in furthering Beltline character, which attracts investment and new residents who want to be in a community which provides these artful experiences and</li> </ul>
	creates a unique sense of place.
	2.2.5 Improve walking and wheeling environment and manage
	<ul> <li>Give the walking and wheeling environment a high priority</li> <li>Improve walking and wheeling connections both within the Beltline and to the surrounding communities, destinations, and the regional pathway system</li> </ul>
	<ul> <li>Increase walking and wheeling accessibility, including accessibility for persons with visual or physical disabilities, through the design of blocks, streets, buildings, and parks.</li> </ul>
	<ul> <li>Give greater priority to walking and wheeling modes in the design and operation of intersections traffic signals, crosswalks, and transit</li> </ul>

- stops without negative impacts to transit operations and minimal impacts to goods movements.
- Recognize that there will be no major increases in road capacity.
- Recognize that improvements to mobility will largely be achieved through the management of transportation demand, including:
  - Accommodating and promoting alternative transportation modes such as convenient transit, bicycling, walking, and car sharing options;
  - Improving the quality of infrastructure for all transportation modes.

### 2.2.8 Improve the Public Realm

- Place community needs as a priority to inform public realm improvements.
- Identify funding sources, programs, and partnerships that can fund and implement the public realm improvements identified in this plan.
- Encourage placemaking initiatives to increase vibrancy and safety.
- Enhance existing public spaces.
- Add new urban murals that enhance the built environment.
- Encourage art as part of a new development.
- Recognize that several small public realm enhancements are as good as a few larger scale improvements.
- Take an all-seasons approach.
- Use more lighting as art.
- Plan for and provide a variety of new parks and open spaces, to meet the open space and recreational needs of the local residents and general public in Beltline, including active and passive uses.
- Create appropriate processes, policies, criteria and implementation tools for the improvement, adaptation and reconfiguration of existing parks and the creation of new public spaces.
- Ensure that significant public streets and open spaces, including riverbank areas, are not adversely affected by shadows from new development.
- Connect significant public spaces with high-quality streetscapes.
- Improve the quality of all streetscapes and ensure they are designed to accommodate persons with visual and physical disabilities.

# 2.2.9 Promote development that will foster a low-carbon and climate-resilient neighborhood.

- Emissions from transportation and buildings in the Beltline are reduced to net zero by 2050.
- The built, natural and social environments are resilient.

# 2.2.10 Promote Processes that are open to creativity and innovation and reward achievement of the vision and principals

 Where existing City standards or processes are determined to be barriers to the implementation of the Vision and Principles of this

- Plan, efforts shall be made to seek creative solutions. This may include making amendments to this Plan.
- In all cases, results from implementation of new ideas, concepts, processes, and partnerships should demonstrate an improved outcome in relation to the Vision and Principles than would using an approved policy or procedure.

### The Beltline Parks and Public Realm Playbook

#### The Approach - Park-Like Public Realm:

Increase the role streets play in providing recreational, social, and leisure functions for a local of park space.

#### Recommendation for Public realm:

- Increase pedestrian space
- Define character through the following focus areas:
  - Green: extensive greenery that includes but isn't limited to trees
  - Corridor: safe, comfortable routes that primarily facilitate active mobility
  - · Blended: areas for art, greenery and activation
  - Vision: an infusion of green and vibrant experiences in areas without a strong existing character
  - · Park: extensions of existing parks in the public realm
  - · Vibrant: support for Beltline's main streets

#### **Neighbourhood Focus Area Recommendations**

Connaught School, Amenity Direction: improve the edges around the school (pg 32)

#### **Public Realm Policy Recommendations:**

Explore increasing pedestrian space through; temporary (day, week, year or event) or permanent road closure and restrictions on vehicular use" (pg.41) The potential triggers for pedestrianization a space (from expanding the pedestrian area to closing the street) are (must meet four or more)

- Comparatively low on-street parking use compared to Beltline-wide
- Comparatively low traffic volumes compared to Beltline-wide & no transit movement
- High park need
- High residential density
- High pedestrian and/or high cycling volumes]" (pg 41)

10 St SW and 13 Ave SW are 'Green Focus Focus Areas

#### **Green Focus Area Recommendations**

Explore road closures (temporary/ permanent, partial/ full) after transportation study and public engagement

Park Focus Area Recommendations: 10 St SW and 13 Av SW are within a 'Potential Park Expansion" area (pg.40)

Permanent Investment Recommendations: This location is identified for upgrades in 'Key Move Location for Move 2: Leverage Park and Public Realm Synergies' (pg 66)

Additional city policy documents this project aligns with include:

- The Greater Downtown Plan
- The Guide for Local Area Planning
- Calgary Transportation Plan
- Guide for local Area Planning
- Step Forward Pedestrian Strategy

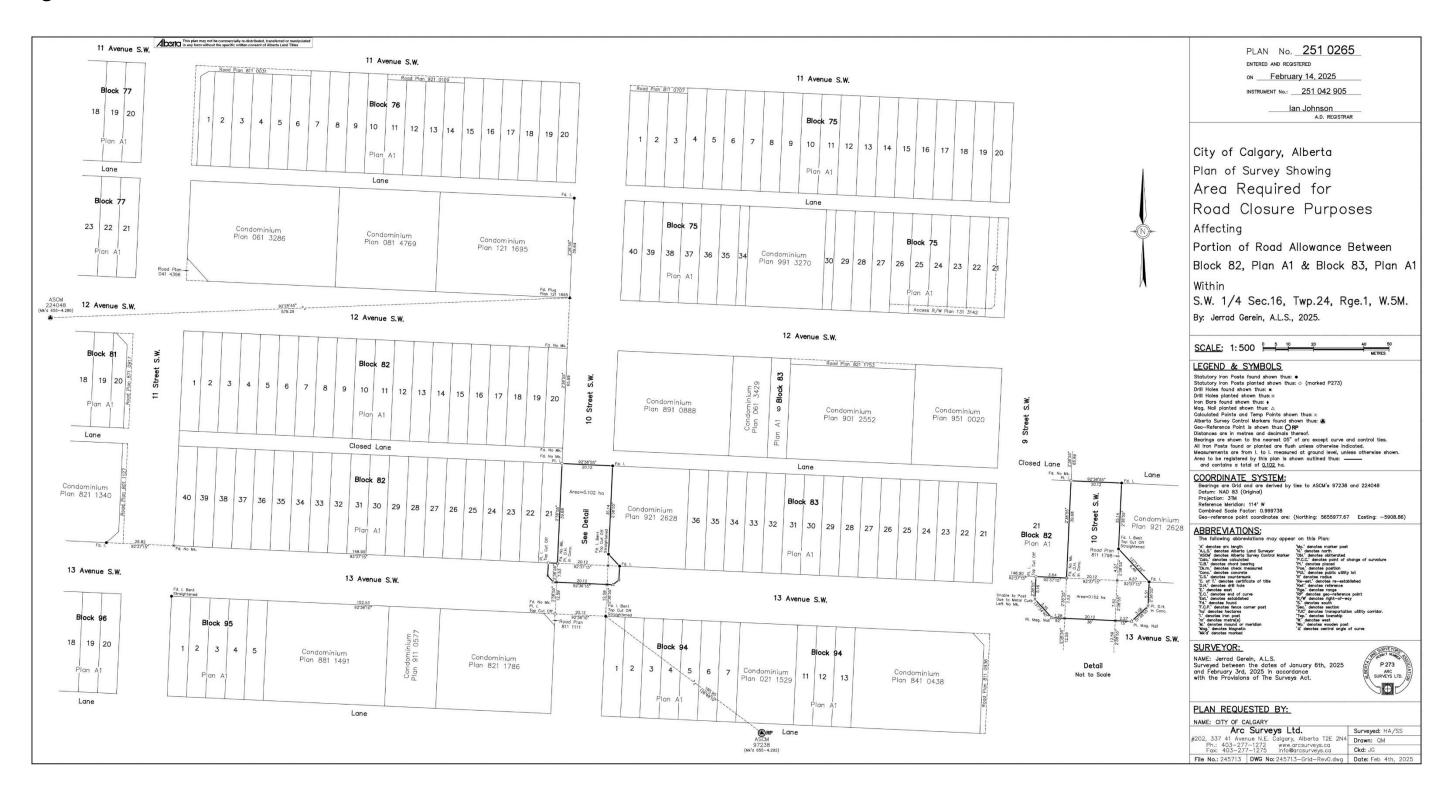
#### Outreach

Since the temporary pilot closure of the southern half of 10<sup>th</sup> Street SW in June 2022, community engagement and feedback have been the forefront of design and improvements. The community has shared their feedback through the numerous engagement opportunities offered. The temporary pilot closure has been in effect for three summers during which Sustainable Calgary has actively engaged with numerous interest groups:

- The Connaught School,
- Connaught Garden Residents,
- Residents of the Beltline
- Beltline Neighborhood Association
- Ward 8 councillors office
- Stakeholder Working Group

Methods for engagement to date have included working groups, design charettes, flyer distribution, website landing page, surveys, and pop-up events at the park itself. In 2024 the Stakeholder Working Group was formed to provide design feedback for the transition from temporary to permanent road closure. This working group is made up of students, parents, educators from Connaught School, residents of Connaught Gardens, and representatives from the Beltline Neighbourhood Association. Through meeting with this working group and reviewing 2 years of feedback collected on the various iterations of the temporary pilot, we have defined priorities and markers of success for the permanent open street design. These priorities and markers of success will guide the design process for the permanent road closure and conversion to park space.

# Registered Road Plan



# **Applicant Outreach Summary**

#### **Outreach Strategy**

Provide an overview of your outreach strategy summary of tactics and techniques you undertook ( Include dates locations # of participants and any other related details).

The temporary road closure to support the Connaught Open Street temporary installation was informed by community engagement. Since the temporary closure in June 2022 the community has had opportunity to provide ongoing feed back to adjust the design and improve the temporary installation. Engagement opportunities have included online and in-person methods; including surveys, workshops, pop-ups, and charettes. The participation of students from Connaught School during the engagement process has been significant, impactful, and provided a unique voice not always highlighted during a typical public engagement process. Methods to engage students at Connaught School included design charettes and brainstorming activities on how they envisioned making their streets safer. The collective feedback garnered over the past three years is informing and guiding the design process to transition from a temporary closure and tactical urbanism installation; to a permanent road closure and park land-use redesignation. In addition to past engagement efforts, a Stakeholder Working Group has been established to guide ongoing decision making, and final concept design that will inform the Connaught Open Street permanent design outcome.

This working group is made up of students, parents, educators from Connaught School, residents of Connaught Gardens, and representatives from the Beltline Neighbourhood Association. Through meeting with this working group and reviewing 2 years of feedback collected on the various iterations of the temporary pilot, the Stakeholder Working Group defined priorities and markers of success for the permanent open street design. Throughout the design process, four Stakeholder Working Group sessions aim to synthesize project priorities, help define functional programming, and collaboratively deliver a vetted concept.

Specific outreach strategies, methods, and events to engage the community to date include:

- 6 co-design workshops with over 112 workshop participants
- 2100+ flyers distributed to surroundings residents
- 49 pop-up events with over 1500 pop-up participants
- 3 surveys completed with over 280 respondents
- 4 planned working group sessions during the design phase (2 completed to date)

The timeline for engagement to date is as follows:

June - December 2021: Co-design workshops with Connaught Students

June – October 2022: Pilot #1 – Next Calgary held weekly summer camp style engagements Summer 2023 – Pilot #2: Sustainable Calgary held biweekly site popups called the Forever block Party

Winter 2023 - Pilot #2: Sustainable Calgary has hosted weekly/biweekly fire pits during school pick up time.

June 2024: Project website was launched, 1529 flyers delivered to local residents, 3 pop up events, 2 co-design workshops, and 1 working groups session

July 2024: New onsite signage placed on site, 7 pop up events, working session #2

Engagement is still underway with more workshops and pop-up events planned over the summer of 2024.

#### Future engagement

August 2024: 2-3 popup events, site walkthrough workshop, working group session #3 Sept – Oct 2024: School and community surveys, working groups session #4 & #5

#### Affected Parties

Connaught School - Parents and residents Connaught Gardens Residents (residents directly adjacent to site) Beltline Neighborhood Association

#### What did we hear?

Throughout the temporary closure of the block, ongoing engagement was conducted with adjacent residents, Connaught School, and visitors. After the first block closure in 2022 a survey was conducted by the Connaught School Parent Council. Based on this survey 88.2% of respondents felt that the Open Street felt more welcoming and 70.4% of respondents said they wanted to see the Connaught Open Street become a permanent installation. The same survey in 2023 saw 62.5% of respondents wanting to see the Open Street become a permanent installation, and over 60% found it welcoming and safe, while another 60% wanted to see the "fun" factor increase in the next iteration. Survey data for 2024 is currently being collated and processed. The most important noted uses of the space included pedestrian safety, traffic calming, additional recreational and public space, and a space for community programming and activities.

When asked, 'What would you add or change to improve the space?', top answers included bike infrastructure, increasing greenery, play equipment, rest infrastructure (benches), and access to a water fountain. These responses are being considered in the conceptual and detailed site design, which is currently underway.

While it is hard to summarize almost 3 years of observational data as well, the following major themes were noted as needing to be addressed: the site was well used by a spectrum of ages (kids to seniors) and use-types (passive and active recreation); confusion for both drivers and open street users exiting/entering the space at 13<sup>th</sup> and 10<sup>th</sup>; better mix of signage and design communication to prevent drive-through traffic from turning on to 10<sup>th</sup> off 12<sup>th</sup>; aggressive driver behavior when detouring around the Open Street (i.e. speeding down the alley) to name the most recurrent items.

Feedback was also received from the adjacent residents that consideration needed to be made for noise levels with regard to proximity of design elements and programming activities. For example, a skateboard ramp was initially included as popup temporary installation element, but it was removed due to the noise it created from scooter and skateboard use. Concerns around vehicular interaction with Connaught Gardens also proliferated, and included: waste and recycling pickup, emergency vehicle access, delivery vehicle parking, visitor parking, 2-car garage access off 10<sup>th</sup> St, excess vehicular movement down the alleyway, vehicles making multi-point turns at the dead-end created by the street closure. These are all also being taken into consideration as the design

evolves, and we are working with the City to ensure a more collaborative response to these concerns.

Connaught School users (students, staff and parents) continue to be highly supportive of the project and would like to see: clear parkade and drop-off access maintained, more heat mitigation measures incorporated alongside all the recreational uses, and would also like to see further consideration given to how the existing school playground interacts with the Open Street.

#### How did input influence decisions?

The current temporary design implementation has been shaped over the last three years by community engagement and feedback from interest groups. Continuous engagement opportunities have encouraged an open dialog and an iterative design process.

Examples of decisions based on input:

- The temporary installation (existing on site today) was designed based on charettes completed with the students at Connaught School. The built outcome incorporated desired activities, shapes, and colours identified by the students.
- Skateboard ramps were removed from the installation as it was determined that they made too much noise from scooters and skateboards for adjacent residents in the community.
- Concerns about safety, particularly when crossing the 10<sup>th</sup> and 12<sup>th</sup> intersection, by a
  Connaught Gardens resident with visual accessibility needs prompted the installation of an
  audible crossing signal button
- Feedback about the aesthetics of temporary jersey barriers during the first phase prompted the installation of painted concrete barriers
- Requests for year-round operation of the Open Street prompted winter closure and activation in 2023.

#### How did you close the loop?

Ongoing conversations and communications have been maintained with key stakeholders, who also make up our stakeholder working group: Connaught school students, staff, parents, Connaught Gardens board members, and the Beltline Neighbourhood Association. As our tactical summary shows, we've had a semi-regular engagement presence at the site throughout the last 2.5 years in the form of popups, which also allowed conversations and information sharing to happen in real time. The option of asynchronous feedback via the project webpage has been available, and many comments were received and responded to.

Engagement reports were compiled and published on the webpage after the initial phase and will be shared again as this phase of engagement draws to a close. What We Heard report summaries were also made available to key stakeholders each year.



CPC2025-0301 ATTACHMENT 7

#### **BYLAW NUMBER 6C2025**

## BEING A BYLAW OF THE CITY OF CALGARY FOR A CLOSURE OF A ROAD (PLAN 2510265) (CLOSURE LOC2024-0202/CPC2025-0301)

**WHEREAS** The City of Calgary has decided to close from public use as a road and to sell or to hold those portions of road described below;

**AND WHEREAS** the provisions of Sections 22 and 606 of the <u>Municipal Government</u> <u>Act</u>, R.S.A. 2000, c.M-26 as amended, with respect to notice of intention of Council to pass such a Bylaw have been complied with;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. Immediately upon passage of this Bylaw, the following described road shall be closed from use as a road:

PLAN 2510265 EXCEPTING THEREOUT ALL MINES AND MINERALS

This Bylaw comes into force on the date it is passed.

3.

- 2. The proper officers of The City of Calgary are hereby authorized to execute such instruments as may be necessary to effect the purpose of the Bylaw.
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

MAYOR		
SIGNED ON		
CITY CLERK		
SIGNED ON		



CPC2025-0301 ATTACHMENT 8

#### **BYLAW NUMBER 72D2025**

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

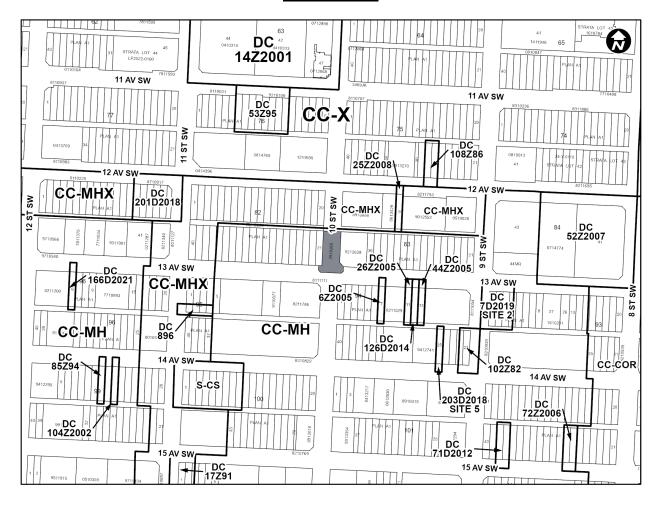
  CITY CLERK

SIGNED ON \_\_\_\_\_



## AMENDMENT LOC2024-0202/CPC2025-0301 BYLAW NUMBER 72D2025

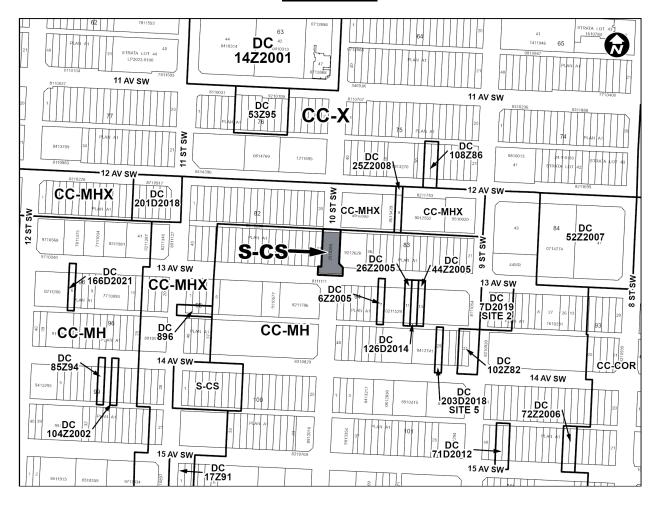
### **SCHEDULE A**





## AMENDMENT LOC2024-0202/CPC2025-0301 BYLAW NUMBER 72D2025

### **SCHEDULE B**



Planning and Development Services Report to Calgary Planning Commission 2025 March 27

CPC2025-0258 Page 1 of 4

ISC: UNRESTRICTED

# Policy and Land Use Amendment in Ogden (Ward 9) at 6240 – 18A Street SE, LOC2024-0302

#### **RECOMMENDATIONS:**

That Calgary Planning Commission recommend that Council:

- 1. Give three readings to the proposed bylaw for the amendments to the Millican-Ogden Area Redevelopment Plan (Attachment 2); and
- 2. Give three readings to the proposed bylaw for the redesignation of 0.06 hectares ± (0.16 acres ±) located at 6240 18A Street SE (Plan 2515AM, Block 2, Lots 27 and 28) from Residential Grade-Oriented Infill (R-CG) District to Housing Grade Oriented (H-GO) District.

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MARCH 27:

That Council:

- 1. Give three readings to **Proposed Bylaw 41P2025** for the amendments to the Millican-Ogden Area Redevelopment Plan (Attachment 2); and
- 2. Give three readings to **Proposed Bylaw 80D2025** for the redesignation of 0.06 hectares  $\pm$  (0.16 acres  $\pm$ ) located at 6240 18A Street SE (Plan 2515AM, Block 2, Lots 27 and 28) from Residential Grade-Oriented Infill (R-CG) District to Housing Grade Oriented (H-GO) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 March 27:

#### **HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for grade-oriented development in a range of housing forms where dwelling units may be attached or stacked in a form and scale consistent with low density residential districts.
- The proposal represents an appropriate density increase for a residential site, allows for development that is compatible with the character of the existing neighbourhood and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP).
- What does this mean to Calgarians? The proposed land use amendment would allow for greater housing choices within the community and more efficient use of existing infrastructure and nearby amenities.
- Why does this matter? The proposed Housing Grade Oriented (H-GO) District would accommodate more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- Amendments to the *Millican-Ogden Area Redevelopment Plan* (ARP) are required to accommodate the proposed land use.
- A development permit for a rowhouse development has been submitted and is under review.

<sup>&</sup>quot;Revised Attachment 1 was distributed with respect to Report CPC2025-0258."

CPC2025-0258

Page 2 of 4

ISC: UNRESTRICTED

Planning and Development Services Report to **Calgary Planning Commission** 2025 March 27

## Policy and Land Use Amendment in Ogden (Ward 9) at 6240 – 18A Street SE, LOC2024-0302

There is no previous Council direction related to this proposal.

#### DISCUSSION

This land use amendment application in the southeast community of Ogden was submitted by the landowner, 2476612 Alberta Inc. (Heirloom Homes) on 2024 December 11. A development permit (DP2024-08670) for a rowhouse development accommodating 10 dwelling units and no secondary suites has been submitted and is under review.

The 0.06 hectare ± (0.16 acre ±) parcel is located in the southeast community of Ogden at the northeast corner of 62 Avenue SE and 18A Street SE. The site is currently unoccupied and fenced off for construction under the previously approved development permit application (DP2023-01929). The existing Residential – Grade-Oriented Infill (R-CG) District allows for four dwelling units and four secondary suites. The applicant is seeking to add more density with this land use amendment application. The site is well served by public transit and is close to a number of bus stops, local parks, an on-street bikeway and a supermarket.

The subject site meets Land Use Bylaw 1P2007's location criteria to qualify for redesignation to the H-GO District as it is located within the Inner City area identified on the Urban Structure map of the MDP and is within 600 metres of the capital-funded Lynnwood/Millican Green Line Light Rail Transit (LRT) Station.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

#### **ENGAGEMENT AND COMMUNICATION**

- $\boxtimes$ Outreach was undertaken by the Applicant
- $\boxtimes$ Public/interested parties were informed by Administration

#### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant attended a Millican-Ogden Community Association meeting and presented the proposed development on 2025 February 4 at the Millican-Ogden community hall. The Applicant Outreach Summary can be found in Attachment 4.

## **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on site and published online. Notification letters were also sent to adjacent landowners.

Administration received one letter of opposition from the public. The letter of opposition included the following areas of concern:

- lack of public engagement with community members;
- inconsistency with existing community character in terms of building height and increased density:

City Clerks: R. Derwantz / J. Palaschuk

CPC2025-0258

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ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

# Policy and Land Use Amendment in Ogden (Ward 9) at 6240 – 18A Street SE, LOC2024-0302

- lack of updated planning framework to guide new developments;
- privacy concerns from the proposed rooftop patios; and
- conflict of interest within the community association.

The Millican-Ogden Community Association replied to Administration and indicated neither support nor opposition to the application (Attachment 5).

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building and site design, number of units and on-site parking would be reviewed and determined at the development permit stage.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the land use and policy amendment application will be posted on site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

#### **IMPLICATIONS**

#### Social

The development of this site enables a more efficient use of land and infrastructure and allows for a diversity of grade-oriented housing that may better accommodate the needs of different age groups, lifestyles and demographics.

### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies would be explored and encouraged at subsequent development approval stages.

#### **Economic**

The proposed land use would allow for a more efficient use of land, existing infrastructure and services, and provide more compact housing in the community.

### **Service and Financial Implications**

No anticipated financial impact.

#### RISK

There are no known risks associated with this proposal.

#### **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Proposed Bylaw 41P2025
- 3. Applicant Submission
- 4. Applicant Outreach Summary
- 5. Community Association Response
- 6. Proposed Bylaw 80D2025

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

ISC: UNRESTRICTED CPC2025-0258 Page 4 of 4

# Policy and Land Use Amendment in Ogden (Ward 9) at 6240 – 18A Street SE, LOC2024-0302

**Department Circulation** 

General Manager (Name)	Department	Approve/Consult/Inform

# **Background and Planning Evaluation**

# **Background and Site Context**

The subject site is located in the southeast community of Ogden at the northeast corner of 62 Avenue SE and 18A Street SE. The site is 0.06 hectares ± (0.16 acres ±) in size, with dimensions of approximately 17 metres wide and 40 metres deep. The parcel is currently unoccupied and fenced off for construction under a previously approved development permit application (DP2023-01929) for a rowhouse development with four units and four secondary suites. The applicant is seeking permission to add more density, up to 10 dwelling units and no secondary suites with the current application.

Surrounding development is characterized primarily by single detached dwellings on parcels designated as the Residential – Grade-Oriented Infill (R-CG) District. There is a rowhouse development on a parcel designated as the R-CG District to the south across 62 Avenue SE. The parcel to the west across 18A Street SE is designated as the Commercial – Neighbourhood 2 (C-N2) District to accommodate neighbourhood-scale commercial and retail uses.

A bus stop serving Routes 24 (Ogden) and 779 (Wisewood/Riverbend) is located directly adjacent to the site. An existing 5A (Always Available for All Ages and Abilities) on-street bikeway is available along 62 Avenue SE. The future Lynnwood/Millican Green Line LRT Station is approximately 600 metres (a 10-minute walk) to the southeast. The site is approximately 350 metres (a six-minute walk) to Lynwood Ridge Park, 400 metres (a seven-minute walk) to Lynnview Playground, and 500 metres (a nine-minute walk) to Pop Davies Athletic Park. Lynn Ridge Supermarket is located across 18A Street SE from the site.

# Community Peak Population Table

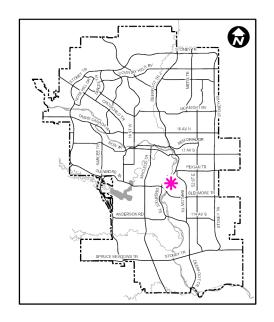
As identified below, the community of Ogden reached its peak population in 1982.

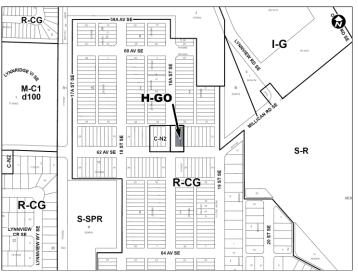
Ogden	
Peak Population Year	1982
Peak Population	11,548
2019 Current Population	8,576
Difference in Population (Number)	- 2,972
Difference in Population (Percent)	- 25.74%

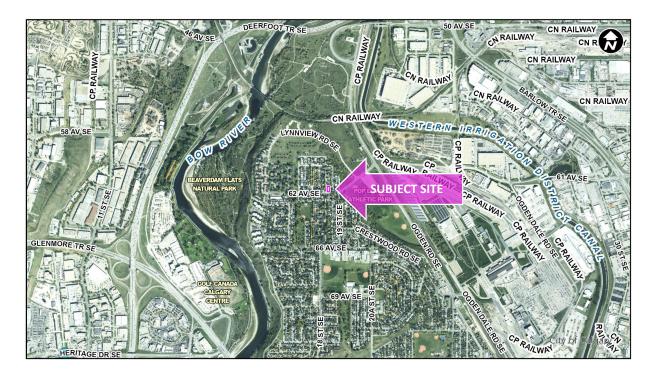
Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained online through the Ogden Community Profile.

# **Location Maps**









## **Previous Council Direction**

None.

# **Planning Evaluation**

#### **Land Use**

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare. Based on site area, this would allow for up to four dwelling units on the parcel. Secondary suites are permitted uses within the R-CG District and do not count towards allowable density.

The proposed Housing – Grade Oriented (H-GO) District is intended to provide an opportunity for dwelling units to be developed in a wide range of housing forms where units may be attached or stacked within a shared building or cluster of buildings, in a form and scale that is consistent with low density residential development. In the H-GO District, development scale and intensity are managed through a combination of:

- a maximum floor area ratio of 1.5;
- a minimum building separation of 6.5 metres between a residential building at the front and a residential building at the rear of a parcel to enable a functional courtyard amenity space:
- a maximum building height of 12.0 metres; and
- a minimum requirement of 0.5 motor vehicle parking stalls per dwelling unit and per secondary suite.

Section 1386(d) of the Land Use Bylaw 1P2007 provides locational criteria for where the H-GO District may be considered appropriate. Sites that do not have an approved Local Area Plan (LAP) must be within the Centre City or Inner City and meet at least one of the following criteria to qualify for the H-GO District:

- within 200 metres of a Main Street or Activity Centre as identified on the Urban Structure map of the *Municipal Development Plan* (MDP);
- within 600 metres of an existing or capital-funded LRT platform;
- within 400 metres of an existing or capital funded BRT station; or
- within 200 metres of primary transit service.

The subject site is considered appropriate for the H-GO District as it is located within the Inner City area as per the MDP, and is also within 600 metres of a future Green Line Station. Therefore, the subject site is appropriate for redesignation to the H-GO District.

#### **Development and Site Design**

The rules of the proposed H-GO District would provide guidance for future redevelopment of the site, including appropriate uses, building height and massing, landscaping and parking. Given the specific context of this site, additional items that would be considered at the development permit stage include, but are not limited to:

- ensuring an engaging interface along 62 Avenue SE and 18A Street SE;
- mitigating shadowing and privacy concerns with neighbouring parcels; and
- ensuring appropriate amenity space for residents.

## **Transportation**

The area is served by Calgary Transit Route 24 (Ogden) and 779 (WiseWood/Riverbend) immediately adjacent to the site on 62 Avenue SE. The future Green Line Lynnwood/Millican Station is located approximately 600 metres (a 10-minute walk) to the southeast.

There is an existing on-street cycling facility immediately adjacent to the site on 62 Avenue SE which connects to an existing off-street pathway on Millican Road to the east and eventually to the Bow River Pathway approximately 600 metres to the west.

Pedestrian access to the site is available from existing sidewalks along 18A Street SE and 62 Avenue SE.

On-street parking is available on 18A Street SE and **62 Avenue SE and** is currently unrestricted adjacent to the site. Direct vehicular access to the proposed development will be required to come from the rear lane. Neither a Transportation Impact Analysis (TIA) nor a Parking Study was required for this application.

#### **Environmental Site Considerations**

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

## **Utilities and Servicing**

Water, sanitary and storm utilities are available. Servicing requirements will be further determined at the time of development.

CPC2025-0258 Revised Attachment 1 ISC: UNRESTRICTED

# Legislation and Policy

### South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

## **Municipal Development Plan (Statutory – 2009)**

The subject parcel is located within the Developed Residential - Inner City area as identified on Map 1: Urban Structure in the <u>Municipal Development Plan</u> (MDP). The applicable MDP policies encourage redevelopment and modest intensification of established communities to make more efficient use of existing infrastructure, public amenities and transit—thereby representing an incremental benefit to climate resilience. The proposal is in keeping with the policies of the MDP.

## Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the <u>Calgary Climate Strategy – Pathways to 2050</u>. Further opportunities to align development on this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

#### **Transit Oriented Development Policy Guidelines (2004)**

The <u>Transit Oriented Development Policy Guidelines</u> (TOD Guidelines) provide direction for the development of areas typically within 600 metres of a transit station. The TOD Guidelines encourage the type of development that creates a higher density, walkable, mixed-use environment within station areas to optimize use of existing transit infrastructure, create mobility options for Calgarians and benefit local communities and city-wide transit riders alike. The proposed land use meets the key policy objectives of the TOD Guidelines including ensuring transit supportive land uses, optimizing existing sites and infrastructure, as well as increasing density around transit stations.

### Millican-Ogden Area Redevelopment Plan (Statutory – 1999)

The subject site is currently identified as 'Low or Medium Density Multi-Dwelling Residential' in the <u>Millican-Ogden Area Redevelopment Plan</u> (ARP) which is compatible with the existing R-CG District. A text amendment to Policy 3.4.3.3.2 is required to support the proposed H-GO District, recognizing the density (up to a maximum floor area ratio of 1.5) allotted through the H-GO District for this specific site.

CPC2025-0258 Revised Attachment 1 ISC: UNRESTRICTED



CPC2025-0258 ATTACHMENT 2

#### **BYLAW NUMBER 41P2025**

**WHEREAS** it is desirable to amend the Millican-Ogden Area Redevelopment Plan Bylaw 8P99, as amended;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

- 1. The Millican-Ogden Area Redevelopment Plan attached to and forming part of Bylaw 8P99, as amended, is hereby further amended as follows:
  - (a) In Section 3.4.3 Residential Land Use, subsection 3.4.3.3 Policies, Policy 2, delete the last sentence and replace with the following:

"The following sites should have a maximum density of 75 units per hectare: 7425 – 20 Street SE, 2403 Crestwood Road SE, and 7615 – 25 Street SE. The site at 6240 – 18A Street SE should have a maximum floor area ratio of 1.5."

2.	This Bylaw comes into force on the	date it is passed.	
READ	A FIRST TIME ON		
READ	A SECOND TIME ON		
READ	A THIRD TIME ON		
		MAYOR	
		SIGNED ON	
		CITY CLERK	
		SIGNED ON	

# **Applicant Submission Form**

- 1. A well serviced, well located, transit orientated development
  - The subject property is a corner lot, located on 62nd Ave SE (Millican Rd) & 18A St SE- a collector corridor which is very well suited for increased density and commercial development
  - Nearby commercial services include the Ridge Mart Grocery commercial site (located across the street from the subject) and Lynnwood Plaza (neighborhood strip retail; located 350 meters west on 62nd Ave)
  - Other nearby commercial services include Lynwood Drugs, Medical clinic, and Physiotherapy- within 750 meters
  - Schools include Banting and Best (K-3), Sherwood Community School (G4-9), and St. Bernadette Catholic School- within 750 meters
  - Recreational services include Jack Setter Arena, Outdoor Pool, and MOCA Community Centre; baseball, football, soccer fields and playgrounds are all located on the nearby school site- within 750 meters
  - Ogden House Seniors Club is also walking distance, located adjacent to Jack Setter Arena/ MOCA Community Association Building
  - Beaver Dam Flats, Old Refinery Park, and future Millican Ridge Park provide excellent access to public outdoor spaces as well as the Bow River Pathway network
  - Transportation:
    - 62nd Ave/ Millican Rd is the collector road for the neighborhood of Lynnwood/ Millican
    - Both 62nd Ave and 18A St are well treed and all streets in the area are laned, including the subject;
    - The future Pop Davies Greenline C-Train Station will be located approximately 450 meters from the subject property
    - The route #24 bus travels along 62 Ave SE on its way to downtown Calgary; there is a stop directly out front of the subject parcel
- 2. Contextually sensitive density, supportive of future LRT expansion
  - The subject re-designation is seeking to transition the subject to an 'H-GO' land-use
  - The subject property has an area of 7,150 sq ft, 20% larger than your typical 50x120 inner city redevelopment lot. Under the current R-CG zoning this caps the density at 4.99 units, however the no round up principal limited us from applying formally for a fifth unit and we were not yet aware of the H-GO zoning option at that time.
  - the narrow miss on the density cap under R-CG was discussed in a pre-application meeting with the Development team prior to this application being conceived.
  - H-GO is very similar to the current R-CG contextually sensitive approval with a building height not greater than 12 meters (approx. 39 ft); for context, the neighborhood is substantially R-2 zoned with the vast majority of homes being raised bungalows including the homes directly adjacent to the subject (i.e.- existing stock is 1.5 storey's tall or approx. 20 ft to top of roof)
  - being a corner lot and a laned parcel, overlooking concerns are limited to the east property line, providing a good reference for residents concerned with redevelopment
  - The flat roof design will diversify the current housing stock in the area however the use of lap siding, smart trim, and stucco are architectural features of the existing stock, and will help maintain the current feel of the community.
  - the stacked design will provide housing options that meet the needs of both new entrants to
    the housing market, and those looking to downsize from bungalows while giving them an
    option to age in place. The upper units are great options for shared living and young families
    alike, ensuring local area population maintains at a level sufficient to support local business
    and schools.

# **Applicant Outreach Summary**

#### 6240 18A St SE

Stakeholder Report Back: What we Heard Feb 4th, 2025

### **Project overview**

The proposed zoning allows for a 10 unit stacked townhome block on a 7,150 sq ft corner lot, approx. 450m from the proposed Pop Davies Green Line station. The proposed design indicates 5 upper townhouse units, each upper unit is approx 1,320 sq ft and features a 3 bedroom, 2.5 bath floorplan. Each unit also has private use of a 250 sq ft rooftop patio. In addition, the 5 lower units offer approx. 615 sq ft in a 1 bedroom, 1 bath layout with large, partially sunken patios for amenity space (approx. 150 sq ft per patio). Entrances for the lower units are off the east property line whereas the upper units are all effectively entranced from the west property line. We are seeking to make the subject development more affordable by giving what would otherwise be a secondary suite, a separate title. This lowers the price per unit and brings two affordable units in the place of what would otherwise be a \$700k townhome. The upper units are suitable for families and the lower units are suitable for all, including local seniors that may be looking to downsize from a larger dwelling as Millican-Ogden still has a high relative percentage of seniors residing in the community. The fascade is more modern leaning but has multiple contextually sensitive elements including lap siding and brick. The building is also a 'raised bungalow design' which matches the housing stock in the immediate vicinity.

#### Outreach overview

- We contacted the Millican Ogden Community Association to request presenting at their next public meeting (Feb 4, 2025)
- We held a brief presentation as scheduled on Feb 4th at the Millican Ogden community hall and fielded questions afterwards

#### How did people hear about outreach opportunities?

- The MOCA agenda is posted online in advance of the meeting
- Several of the concerned residents in the area were invited personally to attend by members of the MOCA Board

#### What we asked

 Towards the end of the presentation, we asked the attendees to help us rationalize the best places to put future density within the community?

#### What we heard

 Ogden Road, 76<sup>th</sup> Ave and 62<sup>nd</sup> Ave were all discussed as reasonable places for additional densitythe subject site has frontage on 62<sup>nd</sup> Ave

#### What we heard, what we did

- Garbage enclosure/ cans- people wanted to know the cans weren't going to be left on the alley indefinitely; returned to enclosure after pickup
- 2. Use of Parking garage- how do we know people will actually use it?

The presentation included a review of the proposed Development Permit design as it is a concurrent application. Since this is the second project of this style, being built directly across the street from our last project, we discussed all the items relative to our current design which attendees were familiar with:

- Building height/ scale
- Very similar to our previous project across the street, the building floorplate is exactly the same- the unit floorplates are slightly smaller to accommodate the 5th stack
- Parking
- We had a parking study completed as a part of our first project proposal across the street, there has been no other multifamily builds nearby so the results of the parking study remain relevant- it concluded there was ample available parking. The subject site has 5 proposed garage stalls. Consistent with other TOD developments
- Length of Project Construction
- Amenity Spaces
- Number of Units
- Traffic calming
- We had a building permit delay of nearly 6 six months on our last project; it was our first time building a project of this design so we have worked through the previous design issues
- Amenity spaces have been added via the rooftop patios
- Titling the lower units makes the request for 10 units seem larger but the impact on the community is the same as a 5+5 development (5 primary units each with a secondary suite). The number of units is reasonable given the proximity to public transportation, community services, public spaces, and amenities; we explained that titling the lower units mean both the upper and lower unit are more affordable and may help to generate turnover in the community via downsizing
- Traffic calming was being undertaken around the schools (now installed)

#### **Next steps**

Given this is a concurrent application, we presented the fulsome content of both applications. By the time the Q&A was finished, we covered a lot of ground. People were amicable for the most part.

There will be no further engagement as the proposed design does addresses, to some extent, all the concerns raised.

#### Summary of Input

See above.

## **Verbatim Comments**

I was presenting alone, I was not able to record verbatim comments.

# Community Association Response

March 13<sup>th</sup>, 2025

Hi Jay,

As a community association, we generally don't take a position on land use applications that don't have a significant impact on the neighbourhood.

Regards,

Zev Klymochko Vice President Millican Ogden Community Association



CPC2025-0258 ATTACHMENT 6

### **BYLAW NUMBER 80D2025**

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

  CITY CLERK

SIGNED ON \_\_\_\_\_



## AMENDMENT LOC2024-0302/CPC2025-0258 BYLAW NUMBER 80D2025

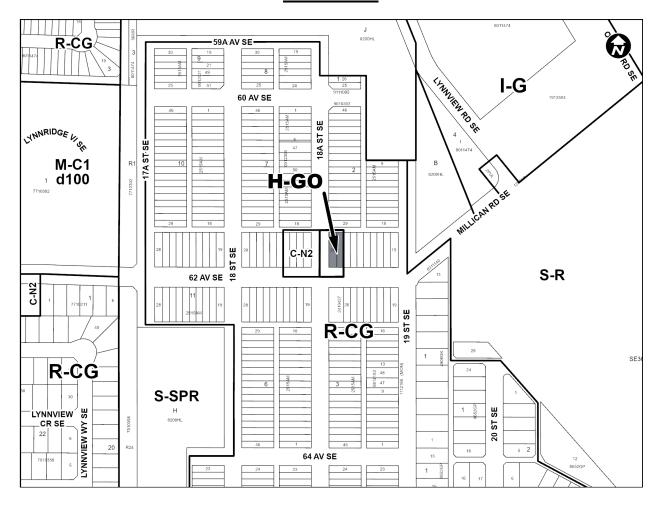
## **SCHEDULE A**





## AMENDMENT LOC2024-0302/CPC2025-0258 BYLAW NUMBER 80D2025

## **SCHEDULE B**



Planning and Development Services Report to Calgary Planning Commission 2025 March 27

ISC: UNRESTRICTED
CPC2025-0313
Page 1 of 3

# Land Use Amendment in Fairview Industrial (Ward 11) at 550 – 71 Avenue SE, LOC2024-0285

#### **RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 2.04 hectares  $\pm$  (5.05 acres  $\pm$ ) located at 550 – 71 Avenue SE (Plan 5165JK, Block A) from Industrial – General (I-G) District to Direct Control (DC) District to accommodate additional support commercial uses with guidelines (Attachment 2).

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MARCH 27:

That Council give three readings to **Proposed Bylaw 77D2025** for the redesignation of 2.04 hectares ± (5.05 acres ±) located at 550 – 71 Avenue SE (Plan 5165JK, Block A) from Industrial – General (I-G) District to Direct Control (DC) District to accommodate additional support commercial uses with guidelines (Attachment 2).

#### **HIGHLIGHTS**

- This application seeks to redesignate the subject parcel to allow for limited-scale commercial uses in addition to the uses listed in the existing Industrial – General (I-G) District.
- The proposed Direct Control (DC) District would allow for limited-scale commercial uses in a primarily industrial area and aligns with the *Municipal Development Plan* (MDP) and the *Heritage Communities Local Area Plan* (LAP)
- What does this mean to Calgarians? The application would allow existing businesses to continue to thrive while facilitating new commercial business opportunities to support the industrial employment area.
- Why does this matter? The proposal would enable additional businesses and employment opportunities on an industrial site that is experiencing increasing vacancy rates.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal

## DISCUSSION

This application, in the southeast community of Fairview Industrial, was submitted by Stantec Consulting on behalf of the landowner, Dream Industrial Twofer (GP) Inc. on 2024 November 25. As noted in the Applicant Submission (Attachment 3), four buildings currently exist on the parcel and accommodate 14 businesses such as engineering/architecture firms, law offices, warehousing supply, an auto-body shop, and various other light industrial businesses. The intent of the application is to allow for additional commercial uses that are not allowed under the existing I-G District to draw additional business to an area experiencing increasing vacancy rates.

Page 2 of 3

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

# Land Use Amendment in Fairview Industrial (Ward 11) at 550 - 71 Avenue SE, LOC2024-0285

The approximately 2.04 hectare site is located along 71 Avenue SW and bounded by 5 Street SE and 6 Street SE. The proposed DC District is based on the I-G District and would allow for limited-scale commercial activities to occur on the subject site without detracting from the industrial character of the area.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

### **ENGAGEMENT AND COMMUNICATION**

- Outreach was undertaken by the Applicant
- □ Public/interested parties were informed by Administration

## **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to utilize the <u>Applicant Outreach Toolkit</u> to assess which level of outreach with the public/interested parties and the Community Association was appropriate. In response, the applicant provided an information hand-out to all 14 businesses onsite and followed up directly with these businesses via email. The information hand-out and Applicant Outreach Summary are contained within Attachment 4 of this report.

## **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published <u>online</u>. Notification letters were also sent to adjacent landowners.

Administration did not receive any letters of feedback from the public.

The Fairview Community Association (CA) did not provide a formal letter in response to the proposal; however, the CA did provide comments through the circulation process and expressed that they took no exception to the application.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The DC District will enable commercial uses that are sensitive to the surrounding industrial character and businesses currently operating on the subject site. The site design and layout, landscaping, including on-site parking and waste management will be reviewed upon future development permit application submissions.

Following Calgary Planning Commission, notifications for a Public Hearing of Council will be posted on site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

### **IMPLICATIONS**

#### Social

This application would enable an additional option of commercial uses within the industrial business sector and provide for a greater range of employment opportunities.

Page 3 of 3

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Land Use Amendment in Fairview Industrial (Ward 11) at 550 - 71 Avenue SE, LOC2024-0285

#### **Environmental**

This application does not include actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

#### **Economic**

This application would enable industrial business and a limited number of support commercial uses to thrive on the subject parcel that was previously restricted to light and medium general industrial uses. The proposal will add to the employment use options in the area and make more efficient use of infrastructure services.

## **Service and Financial Implications**

No anticipated financial impact.

### **RISK**

There are no known risks associated with this proposal.

#### **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Proposed Bylaw 77D2025
- 3. Applicant Submission
- 4. Applicant Outreach Summary

#### **Department Circulation**

General Manager (Name)	Department	Approve/Consult/Inform

## **Background and Planning Evaluation**

## **Background and Site Context**

The subject site is located in the southeast community of Fairview Industrial. It is approximately 2.04 hectares (5.05 acres) in size, with dimensions of approximately 135 metres deep at its greatest depth and 155 metres wide. The site is developed with four buildings and is currently occupied by a number of businesses including auto detailing, warehousing supply, and law offices, to name a few.

Surrounding development to the north and west of the subject site is designated as Industrial – General (I-G) District. A parcel designated as Special Purpose – Community Institution (S-CI) District is located south of the subject site and contains West Island College. The Heritage Towne Shopping Centre, designated as Commercial – Regional 3 (C-R3) District, is located immediately east of the subject site and provides access to the larger Deerfoot Meadows commercial area. The residential community of Fairview is located to the west of the subject site across Blackfoot Trail SE.

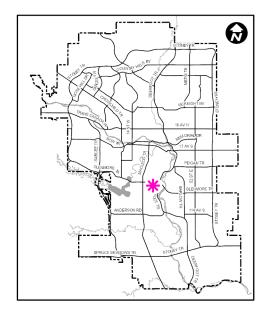
A stop for Route 149 (Point Trotter Industrial) is located approximately 30 metres (less than a one-minute walk) to the west along 71 Avenue SE. The subject site's proximity to Glenmore Trail SE to the north, Blackfoot Trail SE to the west and Heritage Drive SE to the south provides the area with strong vehicle connectivity and transit access.

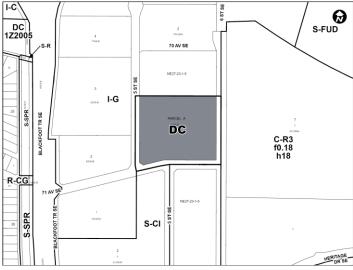
## Community Peak Population Table

There is no population data available as the subject site is located within an industrial area (Fairview Industrial).

CPC2025-0313 Attachment 1 ISC: UNRESTRICTED

## **Location Maps**









## **Previous Council Direction**

None.

## **Planning Evaluation**

#### **Land Use**

The existing I-G District is intended to allow for a variety of light and medium general industrial uses and a limited number of support commercial uses. As the parcel is serviced by City water and sewer, the maximum floor area ratio allowed is 1.0 which is approximately 20,408 square metres of floor area. There is no maximum building height for a building located in the I-G District.

The proposed Direct Control (DC) District is based on the I-G District with the additional discretionary uses of Drinking Establishment – Small, Financial Institution, Health Care Service, Radio and Television Studio, Retail and Consumer Service, and Service Organization. The maximum building height and the floor area ratio would remain unchanged. The DC District will ensure the continued opportunity for I-G based development while also accommodating the additional proposed uses. The City's Industrial Growth Strategy approach to industrial lands places a priority on maintaining the opportunity for industrial based uses; therefore, utilizing a DC District that is based on the I-G District best enables the retention of the original industrial uses while also providing flexibility with additional commercial uses.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a DC District is necessary due to its innovative ideas and policy considerations. This proposal allows for limited additional support commercial uses while maintaining the I-G District base. This will allow existing businesses to continue to

operate on the site as well as provide the opportunity for new limited-scale commercial businesses to locate here. The same result could not have been achieved through the use of a standard land use district in the Land Use Bylaw 1P2007.

Section 7 of the proposed DC District includes additional use area restrictions for the proposed commercial uses. These areas reflect leasable space within the existing buildings and are limited to ensure that commercial uses do not proliferate on the site.

The proposed DC District includes a rule that allows the Development Authority to relax Section 6 and Section 7 of the DC District bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district many of these rules can be relaxed if they meet the test for a relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007, regulating aspects of development can also be relaxed in the same way that they would be in a standard district. This relaxation rule allows for flexibility during the development permit review process. Any relaxation granted must meet the test for relaxation as provided by Bylaw 1P2007.

## **Development and Site Design**

The rules of the I-G District, on which the proposed DC District is based, will provide guidance for future site development, including landscaping, parking, and access. The site is already developed with four buildings which the applicant intends to retain. No new development has been proposed at this time.

## **Transportation**

Vehicle access to the site is available from 71 Avenue SE to the south and 6 Street SE to the east. There are currently no sidewalks located along the portions of 5 Street SE, 71 Avenue SE and 6 Street SE, that bound the site. The nearest sidewalk ends approximately 30 metres (less than a one-minute walk) to the west of the site. There are no cycling facilities or infrastructure located immediately adjacent to the site. However, cycling infrastructure is recommended to further develop The City's Always Available for All Ages and Abilities (5A) Network on 71 Avenue SE and 6 Street SE.

A bus stop for Route 149 (Point Trotter Industrial), providing a westbound transit option, is located roughly 30 metres (less than a one-minute walk) west of the subject site along 71 Avenue SE.

On-street parking is available immediately adjacent to the site on the west side of 6 Street SE and the north side of 71 Avenue SE. Most parking will be accommodated on site. Parking is restricted adjacent to the site on 5 Street SE.

A Transportation Impact Assessment or a Parking Study were not required for this application.

#### **Environmental Site Considerations**

No environmental concerns were identified.

## **Utilities and Servicing**

Water, sanitary, and storm utilities are available. Servicing requirements will be further determined at a subsequent development permit stage.

## Legislation and Policy

## South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

### Municipal Development Plan (Statutory – 2009)

The subject site is located within the Standard Industrial area as per Map 1: Urban Structure in the <u>Municipal Development Plan</u> (MDP). The applicable policies in the MDP state that the Standard Industrial areas should be predominantly industrial in nature and industrial land should be protected from encroachment of non-industrial uses. The MDP also supports complementary commercial uses that are compatible with the industrial function of this area and cater to the day-to-day needs of area businesses and their employees.

The proposed DC District maintains a broad range of industrial uses and expands opportunities for limited but compatible commercial uses. The proposed DC District is based on the I-G District and aligns with the policies of the MDP.

## Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the <u>Calgary Climate Strategy – Pathways to 2050</u>. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

## **Heritage Communities Local Area Plan (Statutory – 2023)**

The subject site is located within the Industrial General area as per Map 3: Urban Form in the <u>Heritage Communities Local Area Plan</u> (LAP). In the Heritage Communities, the Industrial General area applies primarily to portions Fairview Industrial, East Fairview Industrial and Glendeer Business Park. The applicable policies of the LAP state that the Industrial General areas should contain a range of light and medium industrial uses and allow for a range of building sizes. The LAP allows for the integration of a limited range of office and commercial uses that support industrial activities, where appropriate but limits new, large format commercial uses.

The proposed DC District aligns with the policies of the LAP as it maintains light and medium industrial uses under the I-G District base while allowing for additional support commercial uses, with limitations, on the subject site.

CPC2025-0313 Attachment 1 ISC: UNRESTRICTED



CPC2025-0313 ATTACHMENT 2

### **BYLAW NUMBER 77D2025**

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2024-0285/CPC2025-0313)

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

  CITY CLERK

SIGNED ON \_\_\_\_\_



## AMENDMENT LOC2024-0285/CPC2025-0313 BYLAW NUMBER 77D2025

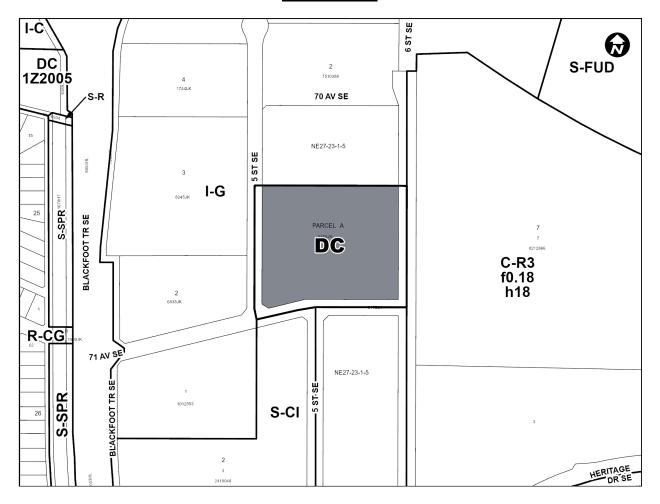
## **SCHEDULE A**





## AMENDMENT LOC2024-0285/CPC2025-0313 BYLAW NUMBER 77D2025

## **SCHEDULE B**



### **DIRECT CONTROL DISTRICT**

## **Purpose**

1 This Direct Control District Bylaw is intended to allow for additional support commercial uses.

### Compliance with Bylaw 1P2007

2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.

## Reference to Bylaw 1P2007

Within this Direct Control District Bylaw, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

### **Permitted Uses**

The **permitted uses** of the Industrial – General (I-G) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.



## AMENDMENT LOC2024-0285/CPC2025-0313 BYLAW NUMBER 77D2025

## **Discretionary Uses**

- The **discretionary uses** of the Industrial General (I-G) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:
  - (a) Drinking Establishment Small;
  - (b) Financial Institution;
  - (c) Health Care Service;
  - (d) Radio and Television Studio;
  - (e) Retail and Consumer Service; and
  - (f) Service Organization.

### **Bylaw 1P2007 District Rules**

Unless otherwise specified, the rules of the Industrial – General (I-G) District of Bylaw 1P2007 apply in this Direct Control District.

## **Additional Use Area Restrictions**

- 7 (1) The maximum cumulative *use area* for **Drinking Establishment Small** is 375.0 square metres.
  - (2) The maximum cumulative *use area* for **Financial Institution** is 560.0 square metres.
  - (3) The maximum cumulative *use area* for **Retail and Consumer Service** is 2800.0 square metres.
  - (4) The maximum cumulative *use area* for **Service Organization** is 775.0 square metres.

### Relaxations

The **Development Authority** may relax the rules contained in Sections 6 and 7 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

## **Applicant Submission**



Stantec Consulting Ltd. 200-325 25 Street SE Calgary AB T2A 7H8

#### Applicant's Submission:

Land Use Redesignation – Glenmore Centre 550 71 AV SE, 616 71 AV SE, 7131 6 ST SE & 7121 6 ST SE

On behalf of Dream Industrial Twofer (GP) Inc. (Dream), Stantec Consulting Ltd. (Stantec) has submitted a Land Use Redesignation application to redesignate a 2.04 ha (5.05 ac) parcel of land in the East Fairview Industrial Area from Industrial – General (I-G) to Direct Control (DC), utilizing the current I-G district as a base. The application proposes introducing additional light industrial-type uses to the standard I-G district that will facilitate additional opportunities at the subject site.

#### SITE CONTEXT

The subject site consists of four individual buildings located on one parcel. These four buildings are collectively referred to as the 'Glenmore Centre.' The subject site is legally described as Plan 5165JK; Parcel A, and civically addressed as the following:

- 550 71 AV SE Building 1
- 616 71 AV SE Building 2
- 7131 6 ST SE Building 3
- 7121 6 ST SE Building 4

The subject site has a unique context due to its existing layout (four buildings on one parcel), and surrounding land uses that include Light and General Industrial, Commercial, Retail, and Institutional. From a neighbourhood planning perspective, the subject site is also surrounded by multiple policy categories of the Heritage Communities Local Area Plan (LAP) including Commercial Corridor, Industrial General, Industrial Transition, Special Policy Area, and Commercial Centre.

Buildings 2, 3 and 4 on the parcel are designed as typical general industrial buildings, featuring larger units with open areas for product and inventory display or storage, and smaller administrative areas for businesses such as building supply companies and woodworking shops, among others.

Building 1, however, is designed to accommodate multiple tenants with smaller-scale operations. It is a two-storey light industrial building with interior units primarily designed as industrial office spaces, ranging in size from 2,000 to 12,000 sq ft. However, they can be modified to suit the needs of individual users with various types of businesses, including workspaces for survey companies, custodial operations centres, among others.

This application is primarily intended to support Building 1, as it has been limited in its ability to provide a full range of appropriate use opportunities under the stock I-G district. The current land use does not enable other types of lower intensity uses such as health care services, service

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Reference: Land Use Redesignation

organizations, and select retail and consumer service businesses, among others, who would be interested in locating in East Fairview but not able to due to the current I-G zoning, even though they are able to in other industrial districts such as Industrial - Business (I-B), Industrial - Commercial (I-C), or Industrial – Edge (I-E).

#### PROPOSED DC DISTRICT

To better reflect the unique convergence of land uses and policy areas surrounding the site and further support Building 1, a custom DC District based on I-G is proposed to add new permitted and discretionary land uses. All land uses proposed exist within other industrial districts and are meant to better reflect the characteristics of Building 1 and help work towards utilizing the overall site to its fullest.

From a planning perspective, this application:

- Complies with the Heritage LAP Section 2.2.3 Industrial (Industrial Urban Form Category), which promotes the integration of a limited range of supporting office and commercial uses to enhance industrial activities, where appropriate, while restricting the development of new, large-format commercial uses.
- Creates a district that optimally responds to the transitional nature of the area, enabling a mix of land uses those complements and works together with the surrounding light industrial, commercial, and institutional activities.
- Maintains the industrial character by only proposing additional uses that exist in other Industrial Districts in Calgary (I-B, I-C, and I-E).
- Enables adaptive use of an existing structure, which minimizes major construction waste (aligning with MDP Policy 2.6.6.a.ii.), and offers for new opportunities to attract a broader range of users, all while avoiding more substantial environmental and financial costs of a major redevelopment.
- Focuses on supporting business growth and investment in the city by enabling additional uses within this DC District, creating a flexible framework that can better respond to evolving market conditions and improve support service opportunities to the larger East Fairview Industrial area.
- Promotes increased activity and utilization, expanding upon the types of uses that can extend activity into the evenings (e.g., from 5:00 PM to 9:00 PM), fostering a more active environment for employees and visitors, increasing traffic through more hours of the day, and enabling greater potential utilization of the industrial park throughout the day.

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November 8, 2024 City of Calgary Page 3 of 3

Reference: Land Use Redesignation

### CONCLUSION

The proposed Land Use Redesignation application is designed to introduce new light industrial and supporting service uses to the I-G district, primarily tailored toward supporting additional activity in Building 1 (550 71 AV SE). By limiting the proposed uses to include uses that already exist in other industrial districts, we aim to enhance the building's functionality, working towards stabilizing the tenant base longer-term, while maintaining the Glenmore Centre's industrial character.

This strategy not only supports the long-term viability of the Glenmore Centre but also aligns with the Heritage Communities LAP and several relevant policies and objectives of the Calgary MDP. By effectively addressing the converging policy areas within the LAP, we ensure that the proposal is properly integrated with overarching planning goals. Overall, this proposal aims to maintain the Glenmore Centre as a valuable industrial hub, fostering continued industrial activity in East Fairview, and promote sustainable development practices. We would like to thank Commission and Council for their time in review, and respectfully request your support for this application.

# **Applicant Outreach Summary**



# Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.				
Project name: LOC2024-0248				
Did you conduct community outreach on your application?  YES or NO				
If no, please provide your rationale for why you did not conduct outreach.				
Outreach Strategy				
Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)				
The outreach strategy for this application adhered to the "Inform" level of involvement on the IAP2 spectrum. This ensured that impacted individuals and parties received objective information to help them understand the project, what was being proposed, and how to participate in the process if they wished.				
The standard City notification letter sent to property owners surrounding the subject site (550 71 AV SE, 616 71 AV SE, 7131 6 ST SE, 7121 6 ST SE). The City mail-out (undated) set a deadline of January 23, 2025, for any comments on the application.				
In addition to the standard City notification letter, Dream prepared an information handout (two-pager). Dream issued the two-pager information sheet via email to all fourteen (14) tenants of the Glenmore Centre on January 16, 2025, and provided a deadline of January 30, 2025, for any comments, questions, or concerns about the application to be submitted directly to Dream. The two-pager is attached for reference. The information handout was shared with the file planner on January 23, 2025.				
Affected Parties Who did you connect with in your outreach program? List all groups you connected with. (Please do not include individual names)				
Surrounding property owners were notified of the application through the City's standard notification process.				
Dream reached out directly via email to all Glenmore Centre tenants on January 16, 2025.				

calgary.ca/planningoutreach



# Community Outreach for Planning & Development Applicant-led Outreach Summary

#### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

As of February 12 (past the January 30, 2025 deadline), no feedback, comments, questions, or concerns were received by Dream as part of the outreach to tenants.

To the applicant's knowledge, no feedback, comments, or concerns were received from the City File Manager either, following the January 23, 2025 deadline.

#### How did input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

As no comments, concerns, questions, or feedback was received from persons or parties engaged during the application, nothing was received to influence project decisions outside of the Development Application Review Team (DART) review process.

#### How did you close the loop?

Provide a summary of how you shared outreach outcomes and final project decisions with those who participated in your outreach. (Please include any reports or supplementary materials as attachments)

Since no comments, questions, concerns, or feedback was received by Dream, there was no follow up necessary related to engagement outcomes or project decisions. All project decisions and next steps were outlined in the infosheet distributed to tenants of the Glenmore Centre on January 16, 2025.

calgary.ca/planningoutreach

# **Proposed Rezoning**



Glenmore Centre (550 & 616 71 AV SE - 7121 & 7131 6 ST SE) Industrial General (I-G) to Direct Control (I-G Base)

#### Hello Neighbour,

Stantec, on behalf of Dream, has submitted a Land Use Amendment (rezoning) application to the City of Calgary for the Glenmore Centre. This rezoning application seeks to change the land use from the current Industrial General (I-G) District to a Direct Control (DC) District (I-G base).

The proposed rezoning to a DC District aims to incorporate new uses (which are all available in other industrial districts in Calgary) into the standard (base) I-G District. The proposed additional uses consist of:

- · Health Care Service
- · Financial Institution
- · Radio and Television Studio
- · Retail and Customer Service
- · Service Organization
- · Drinking Establishment Small

This handout contains additional information about the proposed rezoning from I-G to DC (I-G base), and how you can get involved in the process.

Our goal is to ensure you are well-informed about the rezoning and have the opportunity to participate in the process if you would like to take part.

#### CITY APPLICATION NUMBER

LOC2024-0285

#### CITY FILE MANAGER

#### **Emma Nutter**

Planner Planning & Development Services, City of Calgary

P: (403) 268-5311 E: Emma.Nutter@calgary.ca

#### DREAM CONTACT

#### Aidan Leung

E: aleung@dream.ca P: (403) 536-6530

### Glenmore Centre Location (550 & 616 71 AV SE - 7121 & 7131 6 ST SE)



## Frequently Asked Questions

#### What is a Direct Control (DC) District?

A Direct Control (DC) District is a customized land use designation. It includes a list of allowable uses and a set of rules specific to a particular property or development. Most DC Districts reference the rules of one of the standard zones in the Land Use Bylaw. For this application, the standard zone being referenced for the proposed DC is the Industrial General (I-G) District, which is the current zoning for the Glenmore Centre.

#### What is being customized for this DC District?

The main customization for this proposed DC District involves modifying the list of permitted and discretionary uses, and a cap to the amount of gross floor area allowed for the Retail and Consumer Service use. There are no other changes proposed, meaning that everything currently allowed and operating on the property can and will remain as it is today.

## Which buildings of the Glenmore Centre does this application pertain to?

The application is for the entire Glenmore Centre parcel, which includes the four buildings:

550 71 Avenue SE
 616 71 Avenue SE
 7121 6 Street SE
 7131 6 Street SE

If the rezoning is successful, the new DC District would apply to all four buildings.

## Are any existing uses being changed or removed for the Glenmore Centre?

No. All current land uses will remain the same under the current I-G District, regardless of the outcome. The intent is only to add new use opportunities for the parcel without changing any of the current uses.

## If successful, will this rezoning impact any existing businesses in the Glenmore Centre?

No. Should the rezoning be successful, there will be no impacts or changes to current uses of the buildings. All those currently operating under the existing land use will be able to continue as they exist today.

#### What is the timeline for the rezoning process?

Timelines for a rezoning process can vary, but it typically involves several stages, including application submission, review by City staff, recommendations by the Calgary Planning Commission (CPC), and a final decision by Council during a public hearing. The entire process can take several months to complete.

This application is anticipated to be presented to CPC sometime in February or March 2025 following review by City staff.

## After Administration reviews the application, what is the next step in the process?

Following the review, City staff will prepare a report for CPC with a recommendation on support for the proposed rezoning. CPC will then make their recommendation to Council for consideration. Council will make a final decision on the application during the public hearing.

#### How can you get involved in the process?

You can share your comments with the City file manager through the City's online Development Map website:

dmap.calgary.ca/?p=LOC2024-0285

You can also contact the City file manager with any comments regarding the application (contact information below). The deadline to submit comments to the City is **January 23, 2025**.

Emma Nutter P: 587-223-3019

E: Emma.Nutter@calgary.ca

For any questions specific to Dream regarding the application, please contact Aidan Leung at the information below by **January 30, 2025**.

Aidan Leung

E: aleung@dream.ca P: (403) 536-6530

Page 1 of 3

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 April 10

Land Use Amendment in Ricardo Ranch (Ward 12) at 21209 – 72 Street SE, LOC2025-0049

#### **RECOMMENDATIONS:**

That Calgary Planning Commission:

1. Forward this report (CPC2025-0372) to the 2025 May 06 Public Hearing Meeting of Council; and

That Calgary Planning Commission recommend that Council:

2. Give three readings to the proposed bylaw for the redesignation of 1.30 hectares ± (3.21 acres ±) located at 21209 – 72 Street SE (Portion of NE1/4 Section 10-22-29-4) from Special Purpose – Recreation (S-R) District to Direct Control (DC) District to accommodate a Temporary Sales Centre, with guidelines (Attachment 2).

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 APRIL 10:

That Council give three readings to **Proposed Bylaw 82D2025** for the redesignation of 1.30 hectares ± (3.21 acres ±) located at 21209 – 72 Street SE (Portion of NE1/4 Section 10-22-29-4) from Special Purpose – Recreation (S-R) District to Direct Control (DC) District to accommodate a Temporary Sales Centre, with guidelines (Attachment 2). Purpose – Recreation (S-R) District to Direct Control (DC) District to accommodate a Temporary Sales Centre, with guidelines (Attachment 2).

#### **HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for a Direct Control (DC)
   District based on the Special Purpose Recreation (S-R) District with an additional use
   of Temporary Sales Centre.
- The proposal represents an opportunity to provide a high-quality building that can be
  used as a Temporary Sales Centre before transitioning to its a final use as a Community
  Recreation Facility for the community. The proposal is in keeping with the applicable
  policies of the *Municipal Development Plan* (MDP) and the *Ricardo Ranch Area*Structure Plan (ASP).
- What does this mean to Calgarians? This application would allow for a building with interim commercial activities that would support the developing community of Ricardo Ranch.
- Why does this matter? The proposal will provide a focal point in the community near a
  designated Neighbourhood Activity Centre (NAC) to support the developing community.
  The proposed development is intended to be provided to the local homeowner's
  association as a Community Recreation Facility following its use as a Temporary Sales
  Centre.
- A development permit for a Community Recreation Facility and Temporary Sales Centre has been submitted and is under review.
- There is no previous Council direction related to this proposal.

Page 2 of 3

ISC: UNRESTRICTED

Planning and Development Services Report to **Calgary Planning Commission** 2025 April 10

Land Use Amendment in Ricardo Ranch (Ward 12) at 21209 - 72 Street SE, LOC2025-0049

#### DISCUSSION

This application in the developing southeast community of Ricardo Ranch, was submitted by B&A Studios on behalf of the landowner, 2311439 Alberta Limited (Jayman Masterbuilt) on 2025 March 07. The site is approximately 1.3 hectares (3.2 acres) in size and is located southeast of 212 Avenue SE and Wild Rose Way SE. It is approximately 400 meters south of 212 Avenue SE and two kilometers southeast of the Seton Town Centre. The parcel is currently undeveloped and has no public access.

A development permit (DP2024-08182) for a single building to be used as a Community Recreation Facility and Temporary Sales Centre was submitted on 2024 November 19 and is under review.

As indicated in the Applicant Submission (Attachment 3), the applicant is proposing a Direct Control (DC) District based on the Special Purpose – Recreation (S-R) District to allow for the additional use of a Temporary Sales Centre. The proposal provides for a Community Recreation Facility as the final use of the permanent building while in the interim allowing for a sales centre for the purposes of residential sales and ancillary commercial activities. The S-R District does not allow for this use. As such, a new use was defined to allow for both residential and commercial sales to occur in the interim in this building as the community develops.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

### **ENGAGEMENT AND COMMUNICATION**

	Outreach was undertaken by the Applicant
$\boxtimes$	Public/interested parties were informed by Administration

#### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the Applicant was encouraged to use the Applicant Outreach Toolkit to assess which level of outreach with the public/interested parties and respected community association was appropriate.

The Applicant undertook outreach as part of the application for the Nostalgia Outline Plan (LOC2023-0207) which was approved in 2024 September. As the base S-R District remains unchanged, no further outreach was identified as necessary beyond the standard notice posting completed by Administration, which was completed in 2025 March. There are presently no residents living in the area. No comments have been at the time of writing this report. The Applicant Outreach Summary can be found in Attachment 4.

### **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published online. Notification letters were also sent to adjacent landowners.

No public comments were received at the time of writing this report.

Approval: S. Lockwood concurs with this report. Author: J. Green City Clerks: R. Derwantz / J. Booth

Page 3 of 3

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 April 10

# Land Use Amendment in Ricardo Ranch (Ward 12) at 21209 - 72 Street SE, LOC2025-0049

There is no community association in this area.

Following Calgary Planning Commission, notification for a Public Hearing of Council for the land use amendment will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

#### **IMPLICATIONS**

#### Social

The DC District would enable greater awareness of how the community will evolve and contribute towards the overall objectives set out in the Nostalgia Outline Plan. A Temporary Sales Centre will facilitate the delivery of a Community Recreation Facility and associated indoor and outdoor activity spaces that may not be realized without the economic benefits associated with the Temporary Sales Centre use.

#### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

## **Economic**

The proposed DC District will provide for an additional temporary use that will support the delivery of new residential and commercial units and activities.

## **Service and Financial Implications**

No anticipated financial impact.

#### **RISK**

There are no known risks associated with this proposal.

### **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Proposed Bylaw 82D2025
- 3. Applicant Submission
- 4. Applicant Outreach Summary

#### **Department Circulation**

General Manager (Name)	Department	Approve/Consult/Inform

## **Background and Planning Evaluation**

## **Background and Site Context**

The subject site is located in the developing southeast community of Ricardo Ranch. The site is within the eastern portion of the *Ricardo Ranch Area Structure Plan* (ASP) and forms part of the Nostalgia Outline Plan, approved in 2024 August. The subject site is approximately 1.3 hectares (3.2 acres) in size with dimensions of approximately 140 metres by 90 metres. The subject site is currently undeveloped, as is the wider area.

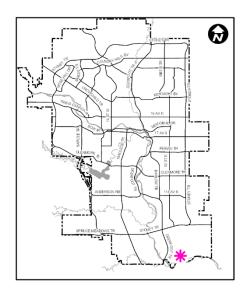
The parcel currently has a land use designation of Special Purpose – Recreation (S-R) District, which is intended to accommodate a range of indoor and outdoor recreation uses. Along the north, west and south fringes parcels are designated as Residential – Low Density Mixed Housing (R-G) District or Direct Control (DC) Districts based on the R-G District. To the south there is a DC District area based on the Mixed Use – General (MU-1) District that forms part of the Neighbourhood Activity Centre (NAC).

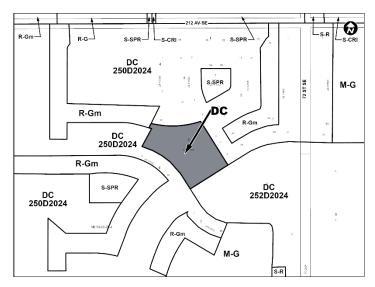
The site and surrounding area have not yet developed and there is presently no public access to the site. Located to the north of the site is 212 Avenue SE and approximately two kilometers to the northwest is the Seton Town Centre, which is a Major Activity Centre and supported by an interim bus rapid transit (BRT) line, Route 302 (BRT Southeast/City Centre).

## Community Peak Population Table

Not available because the subject site is located in a developing community.

# **Location Maps**









## **Previous Council Direction**

None.

## **Planning Evaluation**

#### **Land Use**

The existing land use designation on the site is the S-R District which can accommodate a range of indoor and outdoor recreation uses.

The proposed DC District is based on the S-R District with the additional discretionary use of Temporary Sales Centre. As no sales based uses exist in the S-R District, Temporary Sales Centre is a new defined use specific to this DC District that would accommodate both residential and commercial sales and leasing opportunities. The base requirements set out within the S-R District would remain unchanged.

The DC District will enable the delivery of a new building in an early phase of development of the community that can be used for the sale and lease of units and commercial space. The Temporary Sales Centre is limited to a maximum term of ten years. Once the use of Temporary Sales Centre is no longer required, the building will become a Community Recreation Facility and be required to comply with the requirements set out for the S-R District.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration and the use of a DC District is necessary due to its innovative ideas and includes a use that does not exist in Land Use Bylaw 1P2007. This proposal allows for a Temporary Sales Centre that allows for the sale or lease or residential or commercial units that will ultimately become to a Community Recreation Facility, while maintaining the S-R

District. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that allows the Development Authority to relax Section 7 of the DC District Bylaw. Section 7 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

## **Development and Site Design**

The rules of the proposed DC District, including the S-R District, would provide guidance for the future development of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of the site, additional items that will be considered through the development permit process include, but are not limited to:

- design, layout and configuration of the Temporary Sales Centre;
- · landscaping;
- access; and
- parking provisions.

## **Transportation**

Pedestrian and vehicular access to the site will be available via Ricardo Ranch Avenue SE and Ricardo Ranch Drive SE. Ricardo Ranch Drive SE is classified as a collector road, while Ricardo Ranch Avenue SE is classified as a Residential Street as per the recently approved Outline Plan. The area is expected to be served by transit in the future via Ricardo Ranch Drive SE, with a potential bus stop within 50 metres of the subject site. Ricardo Ranch Drive SE, adjacent to the site, has a 3.0 metre pathway which provides active modes connections to the rest of the plan area. A Transportation Impact Analysis was not required in support of the land use re designation application.

#### **Environmental Site Considerations**

No significant concerns were identified through the Environmental Site Assessment undertaken as part of the Nostalgia Outline Plan approval.

## **Utilities and Servicing**

Water, sanitary and storm mains will be available to service the site through developer constructed infrastructure as part of the overall Nostalgia development. Specific details of site servicing will be reviewed in detail through the development permit application.

## Legislation and Policy

#### South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

## **Municipal Development Plan (Statutory – 2009)**

The subject parcel is located within the Developing Residential - Planned Greenfield with Area Structure Plan as identified on Map 1: Urban Structure in the <u>Municipal Development Plan</u> (MDP). The proposed land use amendment meets the MDP's more specific policy direction, including the New Community Planning Guidebook. This application proposes a use that will support a vibrant new community through the provision of a diversity of uses that will have a legacy for the community as it grows in a complementary location to a Neighbourhood Activity Centre.

## Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the <u>Calgary Climate Strategy – Pathways to 2050</u>. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged as part of a development permit.

## Ricardo Ranch Area Structure Plan (Statutory – 2019)

The subject parcel is located within the <u>Ricardo Ranch Area Structure Plan</u> (ASP). The ASP identifies the subject lands which include the parcel subject to this application, as predominantly residential with other complementary uses including community uses and green infrastructure. This application aligns with the applicable ASP policies.



CPC2025-0372 ATTACHMENT 2

### **BYLAW NUMBER 82D2025**

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON
  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

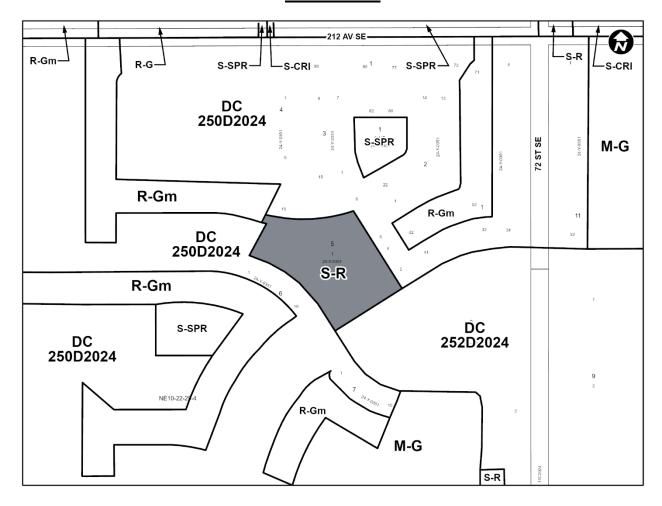
  CITY CLERK

SIGNED ON \_\_\_\_\_



## AMENDMENT LOC2025-0049/CPC2025-0372 BYLAW NUMBER 82D2025

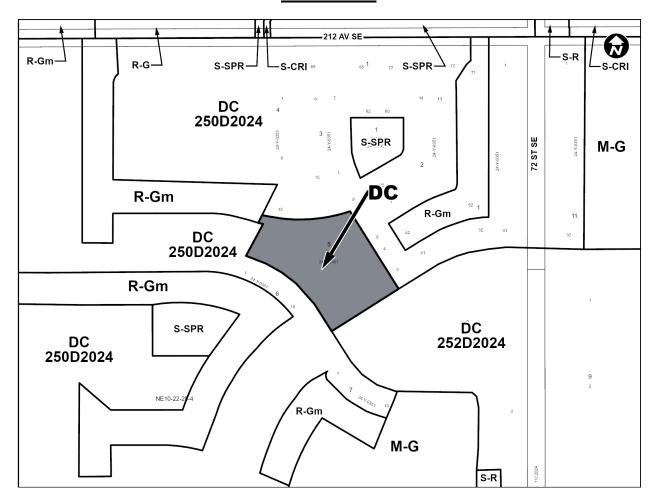
## **SCHEDULE A**





## AMENDMENT LOC2025-0049/CPC2025-0372 BYLAW NUMBER 82D2025

## **SCHEDULE B**



### **DIRECT CONTROL DISTRICT**

## **Purpose**

1 This Direct Control District Bylaw is intended to allow for the additional use of a temporary sales centre.

## **Compliance with Bylaw 1P2007**

Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.

## Reference to Bylaw 1P2007

Within this Direct Control District Bylaw, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.



## AMENDMENT LOC2025-0049/CPC2025-0372 BYLAW NUMBER 82D2025

### **Defined Uses**

- 4 In this Direct Control District:
  - (a) "Temporary Sales Centre" means a use:
    - (i) where *units* are offered for sale to the public;
    - (ii) where commercial floor space may be offered for sale or lease to the public;
    - (iii) that may include sales offices and displays of materials used in the construction of the *units* and commercial space; and
    - (iv) that must only occur in a **building** that is temporarily modified to accommodate the **use** or in a temporary **building**.

#### **Permitted Uses**

The **permitted uses** of the Special Purpose – Recreation (S-R) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

## **Discretionary Uses**

- The **discretionary uses** of the Special Purpose Recreation (S-R) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:
  - (a) Temporary Sales Centre.

## **Bylaw 1P2007 District Rules**

7 Unless otherwise specified, the rules of the Special Purpose – Recreation (S-R) District of Bylaw 1P2007 apply in this Direct Control District.

### **Additional Temporary Sales Centre Rules**

A **development permit** for a **Temporary Sales Centre** must not be issued for a period longer than 10 years.

#### Relaxations

The **Development Authority** may relax the rules contained Section 7 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

# **Applicant Submission**

Nostalgia: Proposed Direct Control Bylaw – Intent Statement March 5, 2025

As per direction provided by the City of Calgary, Jayman is proposing to amend a recently approved S-R land use to include a Temporary Sales Centre. The intent is to build a Community Centre/Homeowners Association building that can serve the community in the longer term, while allowing the short-term opportunity to provide information and sell units within the community, similarly to those currently existing in the University District and East Village.

# **Applicant Outreach Summary**

Nostalgia S-R Direct Control Land Use Amendment LOC2025-0049

We undertook outreach as part of the original application (LOC2023-0207) which was approved in September 2024. The Subject Site was always depicted as an S-R use and this is a minor amendment that maintains the intent of what was shown previously. Based on previous engagement, and the community outreach assessment tool, there is nothing indicating that outreach is required outside of the standard notice posting which was completed in March 2025. We have made ourselves available to answer any questions with nothing received to date, at the time of this report.

Planning and Development Services Report to Calgary Planning Commission 2025 March 13

ISC: UNRESTRICTED
CPC2025-0175
Page 1 of 4

# Land Use Amendment in Evergreen (Ward 13) at 321 Everridge Drive SW, LOC2024-0263

#### **RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.05 hectares ± (0.12 acres ±) located at 321 Everridge Drive SW (Plan 0512971, Block 15, Lot 27) from Residential – Low Density Mixed Housing (R-G) District to Direct Control (DC) District to accommodate a Child Care Service use, with guidelines (Attachment 2).

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MARCH 13:

That Council give three readings to **Proposed Bylaw 70D2025** for the redesignation of 0.05 hectares ± (0.12 acres ±) located at 321 Everridge Drive SW (Plan 0512971, Block 15, Lot 27) from Residential – Low Density Mixed Housing (R-G) District to Direct Control (DC) District to accommodate a Child Care Service use, with guidelines (Attachment 2).

#### **HIGHLIGHTS**

- This application seeks to redesignate the subject site to accommodate a Child Care Service use in addition to the uses already listed in the Residential – Low Density Mixed Housing (R-G) District including single detached dwellings, semi-detached dwellings, rowhouse building, and secondary suites.
- The proposal aligns with policies of the Municipal Development Plan (MDP).
- What does it mean for Calgarians? The proposed Direct Control (DC) District would allow for an additional use that is an important service and a community amenity.
- Why does this matter? The proposal would provide for a private Child Care Service option that is essential for the local community.
- A development permit has not been submitted at this time.
- There is no previous Council direction related to this proposal.

#### DISCUSSION

This application, in the southwest community of Evergreen was submitted by Horizon Land Surveys Ltd. on behalf of the landowner Ying Lu on 2024 October 25. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 3), the intent is to apply for a development permit for a Child Care Service use in the future.

The site is approximately 0.05 hectares and is located at the corner of Everridge Drive SW and Everglen Crescent SW. The site is currently developed with a detached dwelling with attached garage and is located directly across from the Our Lady of the Evergreens Catholic School, which provides education from kindergarten to Grade 6. There is no lane access available and vehicular access can only be achieved directly off Everridge Drive SW. A Home Based Child Care currently operates within the dwelling which is also used as a residence. In accordance with Bylaw, a Home Based Child Care Use is restricted to the care of a maximum six children at any given time.

CPC2025-0175

Page 2 of 4

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 13

# Land Use Amendment in Evergreen (Ward 13) at 321 Everridge Drive SW, LOC2024-0263

The proposed DC District will seek to allow a Child Care Service as a discretionary use whilst maintaining the R-G District as the base district, thus allowing the site to remain as a low density residential lot in a scenario where a Child Care Service use does not materialise.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

#### **ENGAGEMENT AND COMMUNICATION**

- ☐ Outreach was undertaken by the Applicant
- □ Public/interested parties were informed by Administration

### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the <u>Applicant Outreach Toolkit</u> to assess which level of outreach with the public/interested parties and the respective community association was appropriate. In response, the applicant delivered notices to residents within a 100 metres radius of the subject site and discussed the proposal with residents. The Applicant Outreach Summary can be found in Attachment 4.

#### **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published <u>online</u>. Notification letters were also sent to adjacent landowners.

Administration received six letters of opposition and two letters of support from the public. The letters of opposition included the following areas of concern:

- increased number of children attending the facility;
- increase traffic congestion along Everridge Road SW, especially during school drop-off and pick-up periods;
- risk to the safety of pedestrians and children crossing roads;
- lack of parking potential on site and along streets; and
- increase noise disturbance onto adjoining residences.

The letters supporting the development raised the following reasons:

- suitability of the location in the centre of the community adjoining the school;
- appropriate pedestrian crossing infrastructure allowing for safe access to and from the site and to nearby parks;
- requirement for additional child care facilities due to lack of availability within the area;
   and
- sufficient outdoor space for recreation.

CPC2025-0175

Page 3 of 4

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 13

# Land Use Amendment in Evergreen (Ward 13) at 321 Everridge Drive SW, LOC2024-0263

The Evergreen Community Association provided comments regarding the proposed land use amendment on 2024 November 14 confirming their support, albeit ensuring that designated parking stalls are provided, on-street parking is limited, controlled and avoids consuming parking space for residents.

Administration considered the relevant planning issues raised in the submissions and determined the matters of concern are to be reviewed and deliberated during the development permit stage. The applicant would be required to comply with the relevant provincial licensing requirements under the *Early Learning and Child Care Act*, and design of internal layouts, outdoor play areas, number of children, and location of parking stalls are to be determined at a development permit stage.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the land use amendment will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

#### **IMPLICATIONS**

#### Social

The proposal will allow for the inclusion of a Child Care Service to be established servicing the child care needs of the local community. Child care is essential for complete communities supporting parents and caregivers.

#### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050.* Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

#### **Economic**

The proposed redesignation would allow for a new Child Care Service. Child care is an essential service that allows parents and caregivers to more effectively participate in the labour force and provides employment opportunities within the community.

#### **Service and Financial Implications**

No anticipated financial impact.

#### **RISK**

There are no anticipated risks associated with the proposal.

CPC2025-0175

Page 4 of 4

**ISC: UNRESTRICTED** 

Planning and Development Services Report to Calgary Planning Commission 2025 March 13

# Land Use Amendment in Evergreen (Ward 13) at 321 Everridge Drive SW, LOC2024-0263

## **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Proposed Bylaw 70D2025
- 3. Applicant Outreach Summary
- 4. Applicant Submission
- 5. Community Association Response

## **Department Circulation**

General Manager (Name)	Department	Approve/Consult/Inform

# **Background and Planning Evaluation**

# **Background and Site Context**

The subject site is located in the southwest community of Evergreen at the corner of Everridge Drive SW and Everglen Gate SW. The site is 12 metres wide by 33 metres deep and has a total land area of approximately 0.05 hectares (0.12 acres). A two storey single detached dwelling with basement is currently occupied by a Home Based Child Care Service, which is limited to a maximum number of children of six at any given time.

Vehicular access is provided via a constructed driveway off Everridge Drive SW due to the absence of a rear laneway. A public sidewalk is located along the site frontage along Everridge Drive SW, providing for pedestrian access. A northbound bus stop providing access to bus service Routes 11 and 12, which are the southwest clockwise and counterclockwise loop routes, is located approximately 33 metres (less than a one-minute walk). A southbound bus stop is located approximately 100 metres (approximately a two-minute walk) south of the subject site along Everridge Drive SW, connecting the site to Fish Creek/Lacombe LRT Station and Shawnessy LRT Station.

Surrounding development is characterized by single detached dwellings. Our Lady of the Evergreens School is located directly across from the subject site along Everridge Drive SW. The entrance driveway to the school parking lot is directly across from the subject site forming a four way intersection with Everridge Drive SW and Everglen Gate SW. Direct Control District Bylaw 246D2019 allows for Child Care Service as a discretionary use on the property located at 167 Evermeadow Avenue SW, which is approximately 230 metres east from the subject site.

# Community Peak Population Table

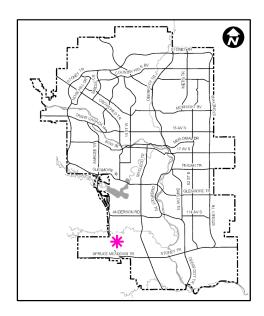
As identified below, the community of Evergreen reached its peak population in 2015:

Evergreen	
Peak Population Year	2015
Peak Population	21,700
2019 Census Population	21,500
Difference in Population (Number)	-200
Difference in Population (Percent)	-0.9%

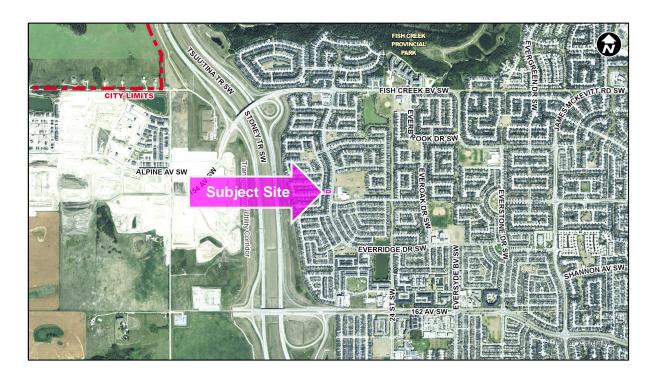
Source: The City of Calgary 2021 Civic Census

Additional demographic and socio-economic information may be obtained online through the Evergreen community profile.

# **Location Maps**









# **Previous Council Direction**

None.

# **Planning Evaluation**

#### **Land Use**

The existing Residential – Low Density Mixed Housing District (R-G) District allows for development in the form of low density residential, ranging in built forms as to support housing diversity. The R-G District is predominantly intended for residential with limited non-residential uses and allows for a maximum building height of 12 metres.

The proposed Direct Control (DC) District will be based on the existing R-G District, maintaining all the existing uses, rules and regulation in the district. The proposed DC District would also include Child Care Service as a discretionary use, though would still allow for residential uses consistent with surrounding development if a Child Care Service use is not commenced or is discontinued in the future. The DC District does not limit the maximum number of allowable children. The number of children allowed in a Child Care Service is determined at the development permit stage along with the provincial licensing requirements.

The use of Child Care Service requires one parking stall for pick-up and drop-off for every ten children. No specific rate of staff parking is included in the use rules and would be evaluated as part of the development permit.

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC District has been reviewed by Administration, and the use of a Direct Control District is necessary to provide for the applicant's proposed development due to the unique characteristics of the Child Care

Service use within the residential context. This proposal allows for a commercial Child Care Service to operate, while maintaining the R-G District. The same result could not be achieved through the use of a standard land use district in the Land Use Bylaw.

The proposed DC District includes a rule that would allow the Development Authority to relax Section 6 of the DC District Bylaw. Section 6 incorporates the rules of the base district in Bylaw 1P2007 where the DC District does not provide for specific regulation. In a standard district, many of these rules can be relaxed if they meet the test for relaxation of Bylaw 1P2007. The intent of this DC District rule is to ensure that rules of Bylaw 1P2007 that regulate aspects of development that are not specifically regulated in this DC District can also be relaxed in the same way that they would be in a standard district.

## **Development and Site Design**

If approved by Council, the rules of the proposed DC District and the *Child Care Service Policy* and *Development Guidelines* would provide guidance for the future redevelopment of the site. The proposed Direct Control District would enforce the rules of the R-G District to guide potential future redevelopment of the site. The proposed DC District would facilitate a Child Care Service as a discretionary use, that could be either accommodated within the existing detached dwelling or construction of a commercial Child Care Service facility.

The rules and requirements of the Land Use Bylaw and the *Early Learning and Child Care Act* would determine the most appropriate development form for a future Child Care Service use over the site. By definition a Child Care Service use is to accommodate more than six children with the exact number of children being determined on the type of licensing to be sought by the applicant under the *Early Learning and Child Care Act*. Consequently, design of internal layouts, outdoor play areas and location of parking stalls are to be determined at a future development permit stage.

The ultimate number of children, on-site parking stalls, location of pick-up and drop-off stalls and outdoor play areas would be confirmed through the development permit process. The maximum number of children will be managed by balancing provincial licensing requirements for staff and outdoor play space, and visitor pick-up and drop-off stalls. Other considerations including appropriate measures to screen outdoor play areas, improve amenity and potential signage are to be managed in a future development permit application.

### **Transportation**

Pedestrian and vehicular access to the site is available via Everridge Drive SW and Everglen Gate SW. Everridge Drive SW is classified as a Collector Street with playground zone. Evergeln Gate SW is classified as a Residential Street. The area is served by Calgary Transit through Route 11 (Southwest Loop – Clockwise), Route 766 (Scarlett - Evergreen) and Route 777 (Wise Wood - Evergreen) with a bus stop approximately 30 metres south of the site on Everridge Drive SW. The area is also served by Calgary Transit through Route 12 (Southwest Loop - Counterclockwise) with a bus stop approximately 100 metres south of the site. Route 11 and Route 12 provides transit service every 30 minutes during the peak hours. Route 766 and 777 provides school service. On-street parking is available adjacent to the site along Everglen Gate SW and Everridge Dive SW, except along the east side of Everridge Drive SW adjacent to the school, which is restricted to no parking on school days from 7:00 a.m. to 5:00 p.m. except for school buses. A Transportation Impact Analysis was not required in support of the land use amendment application.

#### **Environmental Site Considerations**

At this time, there are no known outstanding environmental concerns associated with the site and/or proposal.

## **Utilities and Servicing**

Water, sanitary and storm services are available in Everridge Drive SW. Servicing requirements will be further determined at the time of a subsequent development permit application.

# Legislation and Policy

### South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Residential Developing Planned Greenfield with Area Structure Plan (ASP) as identified on Map 1: Urban Structure of the <u>Municipal Development Plan (MDP)</u>. The ASP area comprise residential communities that have been planned and are still being developed and diverts land use considerations to the applicable non-statutory policy plan for additional context and guidance in this instance the Midnapore III Community Plan is applicable.

The proposed land use amendment complies with the specific policies stipulated within the MDP, most notably policy 2.3.1: Housing – which aims to encourage child care services in residential and mixed-use communities where located along suitable road corridors including collector roads such as Everridge Drive SW. The MDP promotes child care service uses within residential area to support complete communities, enhancing accessibility to essential services. Maintaining the R-G District will ensure that any built forms are consistent with the densities, building height and context of the surrounding residential community.

#### Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the <u>Calgary Climate Strategy – Pathways to 2050</u>. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development permit stages.

## Midnapore III Community Plan (Non-Statutory – 1997)

The subject site is identified to be a Neighbourhood area as per Map 2: Land Use Concept of the *Midnapore III Community Plan*. The planning intention for the Neighbourhood Area is to facilitate residential uses and housing diversity. For the purposes of the policy plan, a child care service is identified as an 'institutional use' to which institutional uses are to be desirably located within Neighbourhood Node areas identified on Map 2. The nearest Neighbourhood Node area is approximately 700 metres north of the subject site along Everridge Drive SW. This Neighbourhood Node is currently developed containing a gas station, Tim Hortons drive through and carwash.

The policy plan specifies that home based operations are to be encouraged in the Neighbourhood Area where the operation is compatible within the residential setting. Institutional uses are not identified as a desirable use in the Neighbourhood Area, though the

policy states that the desirable uses are not mandatory, interpreting that discretion can be applied when considering what uses are deemed desirable. The proposal ensures that residential uses remain as the predominant use form in any instance where a Child Care Service use does not materialize or ceases to operate.

The document is a non-statutory plan, to which the policies are merely a guide and not binding. In the absence of other statutory policy plans for the area, the policies of the MDP would take precedence. As outlined above, the proposal would comply with the polices of the MDP. No further amendments to the *Midnapore Community Plan* would be necessary to support the proposed Land Use Amendment.

# Child Care Service Policy and Development Guidelines (Non-statutory - 2009)

This application has been reviewed in accordance to the <u>Child Care Service Policy and Development Guidelines</u>, a non-statutory framework designed to guide the development of Child Care Services. The objective of this policy is to effectively manage the impacts of Child Care Service in low-density residential districts.

Land use amendments with the proposed use of Child Care Service are reviewed against the site selection criteria and development guidelines. The subject parcel, along with its proposed DC District, aligns with all of the applicable site selection criteria identified in the guidelines.

The development guidelines are in place to ensure that there are opportunities to develop accessible child care services of different sizes in a variety of land use districts and to provide guidelines to be reviewed at the development permit stage to manage the impact of these services in residential areas. This includes parking, orientation of access/activities within the parcel and building, window placement and privacy considerations, orientation and enclosure of any outdoor play areas, and signage. A preliminary review indicates the site's characteristics would allow for these development guidelines to be applied.



CPC2025-0175 ATTACHMENT 2

#### **BYLAW NUMBER 70D2025**

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2024-0263/CPC2025-0175)

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON
  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

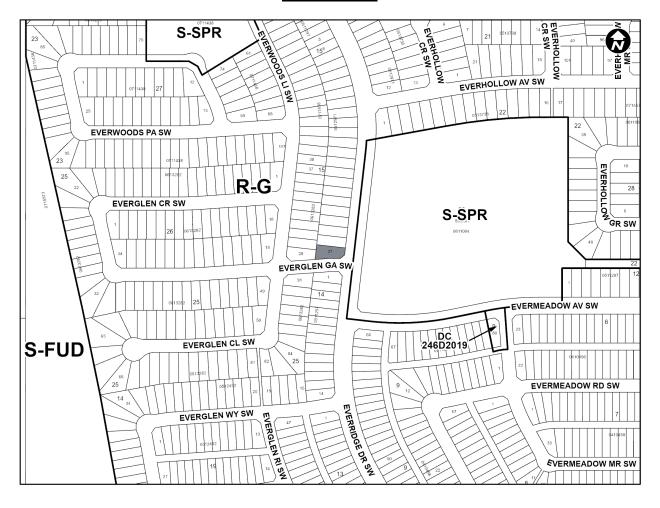
  CITY CLERK

SIGNED ON \_\_\_\_\_



# AMENDMENT LOC2024-0263/CPC2025-0175 BYLAW NUMBER 70D2025

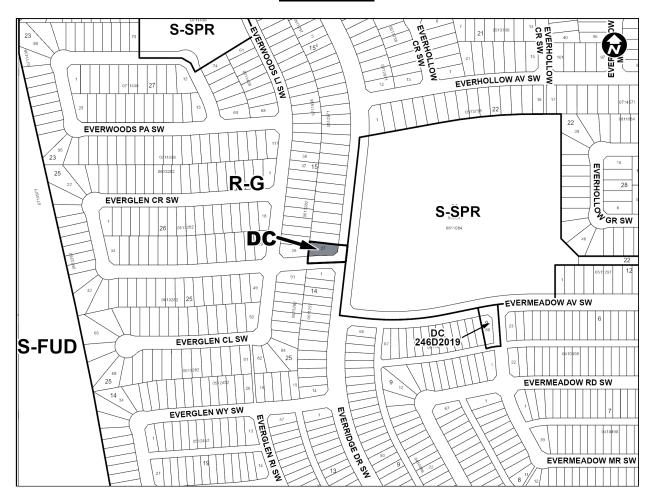
## **SCHEDULE A**





## AMENDMENT LOC2024-0263/CPC2025-0175 BYLAW NUMBER 70D2025

## **SCHEDULE B**



#### **DIRECT CONTROL DISTRICT**

# **Purpose**

This Direct Control District Bylaw is intended to maintain the Residential – Low Density Mixed Housing (R-G) District zoning of the site with the inclusion of child care service as a discretionary use.

## Compliance with Bylaw 1P2007

2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.

## Reference to Bylaw 1P2007

Within this Direct Control District Bylaw, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.



## AMENDMENT LOC2024-0263/CPC2025-0175 BYLAW NUMBER 70D2025

#### **Permitted Uses**

The **permitted uses** of the Residential – Low Density Mixed Housing (R-G) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

## **Discretionary Uses**

- The *discretionary uses* of the Residential Low Density Mixed Housing (R-G) District of Bylaw 1P2007 are the *discretionary uses* in this Direct Control District with the addition of:
  - (a) Child Care Service.

# **Bylaw 1P2007 District Rules**

6 Unless otherwise specified, the rules of the Residential – Low Density Mixed Housing (R-G) District of Bylaw 1P2007 apply in this Direct Control District.

#### Relaxations

7 The **Development Authority** may relax the rules contained in Section 6 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.

# **Applicant Outreach Summary**

2024 October 22

### **Outreach Strategy**

Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

Before undertaking the project, our office completed the "Community Outreach Assessment". The project's impact score is "1A". So we are implementing a direct approach to reach to community association, local residents within a 100 meters radius and also Ward Councilor Office.

On Oct. 16th to 17th, our staff did post card deliver to residents within a 100 meters radius. During the process, our staff did door knocking and spoke with residents at home. The main concerns our office got are with regards to increased traffic, increased density, height, shadow effects, and safety. We believe those can be properly dealt with at the development permit stage.

We have also contacted community association and councilor's office for comments. Until today, we haven't received any response yet.

#### Stakeholders

Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

Immediate neighbour, local residents, community association and ward councillor office

#### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

The main concerns we heard from local residents are: increased traffic, parking issues, privacy and safety.

Some people also express concerns over property value and crime.

### How did stakeholder input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

We believe those concerns can be properly dealt with at the development permit stage.

The current use of the house is day home already. The application seeks to change the zoning to DC so to add daycare as discretionary use subject to development permit application and approval. With the lot being a corner lot along a main road and close to public school and amenity space, this is ideal spot for daycare use.

### How did you close the loop with stakeholders?

Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

Continue engage with local residents, Councillor office and community association. And better explain to local residents about proposed developments.

# **Applicant Submission**

2024 October 22

On behalf of the landowner, please accept this application to redesignate a +/-0.046 hectare site from R-G to Direct Control to allow for additional discretionary use of a Child Care Service. Currently the site is being used as day home. The proposal seeks to expend the current use to Day Care facility with maximum number determined at Development permit stage.

The subject site, 321 Everridge Dr. SW, is a corner lot located in the community of Evergreen along Everglen Gate SW and Everridge Dr. SW. The lot is currently developed with a two storey single dwelling with front attached garage built in 2007.

Surrounding development consists of Our Lady of the Evergreens School (K-6) to the east, which is designated as Special Purposes - School, Park and Community Reserves (S-SPR) district, and low density residential dwellings to the north, south and west, designated as R-G District.

The site is approximately 0.046 hectares in size. Pedestrian access to the site is available from the existing sidewalks along Everglen Gate SW and Everridge Dr. SW. On street parking is also available on both sides. The site is located about 30 meters away from a transit stop on Everridge Dr. SW in front of school. It services Calgary Transit Routes 11, 766 and 777 offering services to the Fish Creek LRT Station and Somerset LRT station, with a frequent schedule of every 15 minutes.

The subject parcel is located within the Planned Greenfield with Area Structure Plan area as identified on Urban Structure in the MDP. The applicable policy in Section 3.6.1 of the MDP states that ASPs for Planned Greenfield Areas that existed prior to adoption of the MDP are recognized as the appropriate policies to provides specific direction for development of the local communities.

While there is no local area plan for the community of Evergreen, the proposed development does align with general community development policies for encouraging complete communities with a mix of land uses where transit stops are easily accessible

Section 2.3.1.j of the MDP also indicates that schools and child care services are uses that contribute to the development of complete communities, and that a variety of sizes and types of child care facilities should be provided in each community.

The proposal also confirms with City's "The Child Care Service Policy and Development Guidelines". Many site selection criteria are meet including:

- Corner sites The site is a corner parcel. A dual frontage typically provides additional space for pick-up and drop-off as well as parking and access opportunities.
- Locations near or directly on collector streets The site is located on a collector street.
- Proximity to activity areas (e.g. school site, park)

In summary, the proposed land use maintains the existing surrounding land use pattern while allowing a small-scale Child Care Service on an ideal corner parcel across the street from an elementary school. As such, the proposed change will better accommodate the child care needs of surrounding residents, and families who attend the adjacent school. We sincerely hope Councillors can support this application.

# Community Association Response

2024 November 14

The Calgary Evergreen Community Association submitted the following comment in response to the proposed development via the file circulation process:

make sure that customers are parking in the designated areas, and not parking for long periods of time to ensure that residents who live in the area have enough street parking



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ISC: UNRESTRICTED
Corrected CPC2025-0362
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Road Closure and Land Use Amendment in Haskayne (Ward 1) at 9000 – 149 Street NW, LOC2025-0052

#### **RECOMMENDATIONS:**

That Calgary Planning Commission:

1. Forward this report (CPC2025-0362) to the 2025 May 6 Public Hearing Meeting of Council;

That Calgary Planning Commission recommend that Council:

- 2. Give three readings to the proposed closure of 2.49 hectares ± (6.15 acres ±) of road between sections NW ¼ 12 and SW ¼ 13, TWP 25, RGE 3, W5M, SW ¼ 13 and SE ¼ 14, TWP 25, RGE 3, W5M, portion of road plan 741 0769 adjacent to 9000 149 Street NW (Plan **2510627**, Areas A and B), with conditions (Attachment 3); and
- 3. Give three readings to the proposed bylaw for the redesignation of 2.49 hectares ± (6.15 acres ±) of road between sections NW ¼ 12 and SW ¼ 13, TWP 25, RGE 3, W5M, SW ¼ 13 and SE ¼ 14, TWP 25, RGE 3, W5M, portion of road plan 741 0769 adjacent to 9000 149 Street NW (Plan **2510627**, Areas A and B) from Undesignated Road Right-of-Way to Special Purpose Urban Nature (S-UN) District.

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 APRIL 10:

That Council:

- 1. Give three readings to **Proposed Bylaw 7C2025 for the** closure of 2.49 hectares ± (6.15 acres ±) of road between sections NW ¼ 12 and SW ¼ 13, TWP 25, RGE 3, W5M, SW ¼ 13 and SE ¼ 14, TWP 25, RGE 3, W5M, portion of road plan 741 0769 adjacent to 9000 149 Street NW (Plan 2510627, Areas A and B), with conditions (Attachment 3); and
- 2. Give three readings to **Proposed Bylaw 81D2025** for the redesignation of 2.49 hectares ± (6.15 acres ±) of road between sections NW ¼ 12 and SW ¼ 13, TWP 25, RGE 3, W5M, SW ¼ 13 and SE ¼ 14, TWP 25, RGE 3, W5M, portion of road plan 741 0769 adjacent to 9000 149 Street NW (Plan 2510627, Areas A and B) from Undesignated Road Right-of-Way to Special Purpose Urban Nature (S-UN) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 April 10:

"The following documents were distributed with respect to Report CPC2025-0362:

- Revised Cover Report;
- Revised Attachment 2; and

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Road Closure and Land Use Amendment in Haskayne (Ward 1) at 9000 – 149
Street NW, LOC2025-0052

 A presentation entitled "LOC2025-0052 / CPC2025-0362 Road Closure and Land Use Amendment".

#### Moved by Commissioner Small

That with respect to **Revised** Report CPC2025-0362, the following be approved, **after amendment**:

That Calgary Planning Commission:

1. Forward this report (CPC2025-0362) to the 2025 May 6 Public Hearing Meeting of Council;

That Calgary Planning Commission recommend that Council:

- Give three readings to the proposed closure of 2.49 hectares ± (6.15 acres ±) of road between sections NW ¼ 12 and SW ¼ 13, TWP 25, RGE 3, W5M, SW ¼ 13 and SE ¼ 14, TWP 25, RGE 3, W5M, portion of road plan 741 0769 adjacent to 9000 149 Street NW (Plan 2510627, Areas A and B), with conditions (Attachment 3); and
- 3. Give three readings to the proposed bylaw for the redesignation of 2.49 hectares ± (6.15 acres ±) of road between sections NW ¼ 12 and SW ¼ 13, TWP 25, RGE 3, W5M, SW ¼ 13 and SE ¼ 14, TWP 25, RGE 3, W5M, portion of road plan 741 0769 adjacent to 9000 149 Street NW (Plan 251**0627**, Areas A and B) from Undesignated Road Right-of-Way to Special Purpose Urban Nature (S-UN) District.

For: (9): Director Mahler, Commissioner Campbell-Walters, Commissioner Damiani, Commissioner Hardwicke, Commissioner Hawryluk, Commissioner Montgomery, Commissioner Remtulla, Commissioner Small, and Commissioner Wagner

**MOTION CARRIED**"

#### **HIGHLIGHTS**

- This application seeks to close portions of undeveloped road allowances and designate the road closure areas to Special Purpose – Urban Nature (S-UN) District to allow for consolidation with adjacent parcels.
- What does this mean to Calgarians? Closing the undeveloped road allowances and amalgamating with the adjacent park would ensure public safety, protect Calgary's drinking water supply, maintain the ongoing safe and efficient operation of critical infrastructure in the Bearspaw Reservoir and help preserve Haskayne Legacy Park as a natural space.
- Why does this matter? Closing the undeveloped road allowances discourages access to the Reservoir and any on-water activities. This is important as The City and Rocky View County do not provide on-water emergency response.
- TransAlta Corporation, the operator of the Bearspaw Dam and Reservoir and the owner
  of the lands directly adjacent to the Reservoir, has requested that The City take steps to
  close the road allowances due to the safety risks associated with Reservoir operations.

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- The City will install fencing and signage to discourage informal and unsafe access to the reservoir through Haskayne Park. The road closures ensure that the park remains a conservation focused space.
- The proposed road closure aligns with the policies of the *Municipal Development Plan* (MDP) and *Haskayne Area Structure Plan* (ASP).
- A development permit is not required for fencing or "no access" regulatory signage.
- There is no previous Council direction related to this road closure and land use redesignation.

#### **DISCUSSION**

This application in the northwest community of Haskayne was submitted by Tronnes Geomatics Inc. on behalf of the landowner, The City of Calgary, on 2025 March 10. Attachment 2 outlines the 2.49 hectare portions of road rights-of-way to be redesignated and closed through a registered road closure plan. The conditions of the closure are included as Attachment 3. As noted in the Applicant Submission (Attachment 4), the intent of the application is to ensure public safety on and around the Bearspaw Reservoir, provide safe and clean drinking water and to protect nearby environmentally significant areas. The road closure areas are bounded by City of Calgary Parks land and do not impact access to other private parcels.

TransAlta Corporation, the operator of the Bearspaw Dam and Reservoir and the owner of the lands directly adjacent to the reservoir and a portion of the road allowance being closed, has requested the road closure in light of the public safety, environmental and operational risks associated with activities occurring along the road allowance. As stated by TransAlta, the combination of the Reservoir's minimal storage capacity and its regulating function (to absorb water fluctuations caused by the Ghost facility) makes the Bearspaw Reservoir susceptible to fluctuating water levels which can rise or fall by more than 2 meters throughout the day. Sudden changes in water levels can create strong currents and waves, including backflow effects that alter current speeds and water depths unexpectedly, posing significant safety hazards for the public, especially for recreational users such as boaters and swimmers, who may not be prepared for the sudden change. (Attachment 6).

The road closure will impact the general public's access to Bearspaw Reservoir through Haskayne Park. In 2024, a private marina set up docks in the Reservoir and, without authorization from The City, made disturbances to the land and directed the public to access the marina using a portion of the road allowance being closed. Upon closure of the roads, this business, or any other marina or business wishing to set up in the same location, will not have access to the Reservoir through Haskayne Park.

The Bearspaw Trilateral Task Force is a partnership between The City of Calgary, Rocky View County and TransAlta set-up to address emerging concerns and develop a long-term management plan for the reservoir. The Bearspaw Trilateral Task Force is looking at the potential support of safe and appropriate recreational activities on the reservoir in locations where risks can be effectively mitigated.

A detailed planning evaluation of the application, including location maps and site context, are provided in the Background and Planning Evaluation (Attachment 1).

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#### **ENGAGEMENT AND COMMUNICATION**

	Outreach	ı was	undertaken	by	the	Appli	cant
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☑ Public/interested parties were informed by Administration

# **Applicant-Led Outreach**

The Applicant Outreach Summary (Attachment 5) states that the road closures are entirely within City of Calgary property and access to other parcels is not impacted. While the road allowances do cross over lands owned by TransAlta Corporation, access to these lands is not impacted and the closure was requested by this landowner. Considering this, the Applicant did not conduct community outreach prior to submitting the application.

### **City-Led Outreach**

This application was published <u>online</u>. City Administration reached out to interested parties on 2025 March 20 to inform them of the application and the expected dates for Calgary Planning Commission and the Public Hearing. The City received 323 comments objecting to the road closure and land use redesignation application, including objections from the owner of the private marina referenced above. Objections include:

- loss of access to the marina and boating activities on Bearspaw Reservoir, and
- loss of a local business and employment.

The City received 2 comments supporting the road closure and land use redesignation application. Support includes reduction of litter and restricting vehicles driving in the park to access the marina.

The City received comments from Rocky View County stating that the road closure within The City of Calgary municipal boundary does not have an impact on Rocky View County lands.

Following the Calgary Planning Commission, the Commission's recommendation and the date of a Public Hearing of Council will be advertised.

#### **IMPLICATIONS**

#### Social

The proposed road closure will ensure public safety and protect Calgary's drinking water supply by discouraging informal and unsafe access to the reservoir through Haskayne Legacy Park.

#### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050.* The proposed redesignation protects the river bank area from further disturbance, protects environmentally sensitive areas and source water.

#### **Economic**

<u>Potential for Increased Healthcare Costs:</u> Contaminated water can cause widespread health issues, leading to higher medical expenses and lost productivity. <u>Infrastructure Damage:</u> Poor

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Street NW, LOC2025-0052

water management can result in floods or droughts, damaging roads, buildings, and utilities, which are costly to repair. <u>Higher Utility Costs:</u> Treating polluted water or sourcing alternative supplies can increase operational costs for municipalities.

### **Service and Financial Implications**

No anticipated financial impact.

#### **RISK**

Risks to approval include loss of a business and reputational risks. Risks to not approving include public safety, dam operations and source water protection – clean drinking water.

#### **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Registered Road Closure Plan
- 3. Proposed Road Closure Conditions
- 4. Applicant Submission
- 5. Applicant Outreach Summary
- 6. TransAlta Utilities Comments
- 7. Proposed Bylaw 7C2025
- 8. Proposed Bylaw 81D2025

#### **Department Circulation**

General Manager (Name)	Department	Approve/Consult/Inform
Debra Hamilton	Planning and Development Services	Inform

# Background and Planning Evaluation

# **Background and Site Context**

The subject site is located in the northwest community of Haskayne. The site includes two undeveloped road rights-of-way along the 149 Street NW and 80 Avenue NW alignments. The road closure and land use redesignation area along 149 Street NW (Area 'A') is 29 metres wide by 703 metres long and 1.74 hectares in size. The road closure and land use redesignation area along 80 Avenue NW (Area 'B') is 25 metres wide by 286 metres long and 0.75 hectares in size.

The road closure and land use redesignation areas are entirely within Haskayne Park. Surrounding parcels are designated Special Purpose – Urban Nature (S-UN) District and Special Purpose Recreation (S-R) district. A parcel designated as Special Purpose – Future Urban Development (S-FUD) District is located to the southeast.

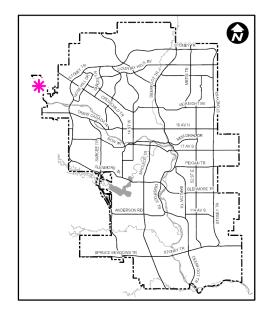
Closing the subject road rights-of way and redesignation to Special Purpose – Urban Nature (S-UN) District will discourage informal and unsafe access to Bearspaw Reservoir and limit disturbances to native grasslands.

# Community Peak Population Table

The Haskayne community has experienced recent development. No population data is available from the most recent City of Calgary 2019 Civic Census.

CPC2025-0362 Attachment 1 ISC: UNRESTRICTED

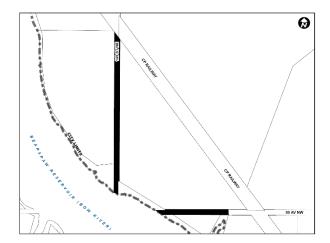
# **Location Maps**

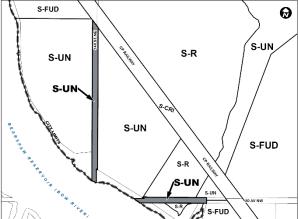


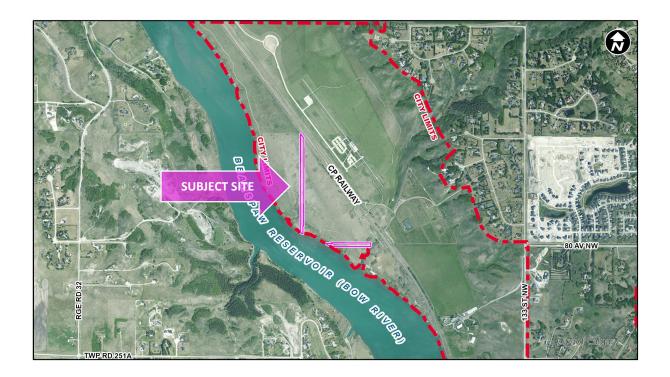


Road Closure Map

Proposed Land Use Map







# **Previous Council Direction**

None.

# **Planning Evaluation**

#### **Road Closure**

The application proposes the closure of approximately 1.74 hectares (4.3 acres) of 149 Street NW right-of-way and the closure of approximately 0.75 hectares (1.9 acres) of 80 Avenue NW right-of-way. The closed portions of road would be consolidated with the adjacent site, 9000 – 149 Street NW, subject to the proposed road closure conditions of approval.

## **Land Use**

The proposed S-UN District is intended for lands that provide for natural landforms, vegetation or wetlands. In addition, the S-UN District is used for lands that preserve existing characteristics of a natural plant or animal community or are undergoing naturalization.

# **Development and Site Design**

The rules of the proposed S-UN District would provide guidance for any future development of the site. The intent for the site is that the native grasslands will be preserved. Development will be limited to improvements that facilitate passive recreational use and restrict access to the Bearspaw Reservoir.

### **Transportation**

Access to Haskayne Park is provided from Woodland Road NW. A pathway is provided from Woodland Road NW through Haskayne Park and connection to Glenbow Ranch Provincial Park to the north.

The proposed road closures will not impact the existing access for the adjacent parcels. Pending legal closures of the road rights-of-way, the lands shall be consolidated into the adjacent parcels.

#### **Environmental Site Considerations**

The closure of historic road allowances within Haskayne Park supports The City's Biodiversity Strategy commitment to conservation and ecosystem resiliency reducing direct pressures on biodiversity through managing appropriate access and use in areas rich in biodiversity and natural heritage areas. Furthermore, the closure of historic road allowances supports The City in fulfilling its responsibility to safeguard designated Federal Ecological Gift lands, adhering to Government of Canada policies.

#### **Utilities and Servicing**

No City of Calgary utility servicing is available in the vicinity of the road closure area.

The Bearspaw Reservoir is a major regional asset, providing drinking water to Calgarians and the region. Recreational activities (i.e. motorized boating and swimming amongst other activities by people or pets) pose varying risks to source drinking water quality. Disturbances of riparian areas as well as leaks or spills (of gasoline and other chemicals) from motorized boats are not considered low risk. Reduced public access to the reservoir area directly upstream of the drinking water intakes is supported from a water quality perspective.

The reservoir area is categorised as critical infrastructure (i.e., Water Sector) as defined by Public Safety Canada. Any future development of this area will require mitigation and risk management efforts to the satisfaction of The City.

# Legislation and Policy

## South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>.

#### Rocky View/Calgary Intermunicipal Development Plan (2012)

The site is within the Policy Area on Map 1: Plan Area of the <u>Rocky View/Calgary Intermunicipal Development Plan (2012)</u> (IDP). The application was circulated to Rocky View County for their review and no concerns were identified. The proposal is consistent with the goals of the Rocky View County/City of Calgary IDP.

#### Municipal Development Plan (Statutory – 2009)

The subject site is located within the Major Public Open Space area of the <u>Municipal</u> <u>Development Plan</u> (MDP) as identified on Map 1: Urban Structure. The proposal aligns with the relevant Parks, Open Spaces and Outdoor Recreation policies, which note protection and improvement of scenic landscapes that enhance the amenity and character of Calgary's river valley park system, other waterways and wetlands, natural tree stands and prominent

CPC2025-0362 Attachment 1 ISC: UNRESTRICTED

escarpments. The proposed road closure and land use redesignation is consistent with the policy direction of the MDP.

## Calgary Climate Strategy (2022)

The application does not include any actions that specifically address the objectives of the <u>Calgary Climate Strategy – Pathways to 2050</u>. The proposed redesignation does however provide small and incremental climate benefits by enabling the protection of natural infrastructure. The Climate Strategy identifies natural infrastructure such as grasslands, forests and waterbodies as an important component of climate resiliency by providing stormwater retention, urban heat reduction and carbon sequestration.

## **Haskayne Area Structure Plan (Statutory – 2015)**

The <u>Haskayne Area Structure Plan</u> (ASP) applies to the road closure and land use amendment areas. Map 4: Land Use Concept identifies these parcels as mostly being within Haskayne Legacy Park and Environmental Open Space Study Areas. The portion of the parcels near the reservoir are within the Dam Site policy category. The ASP encourages ecologically responsible public access to Haskayne Legacy Park.

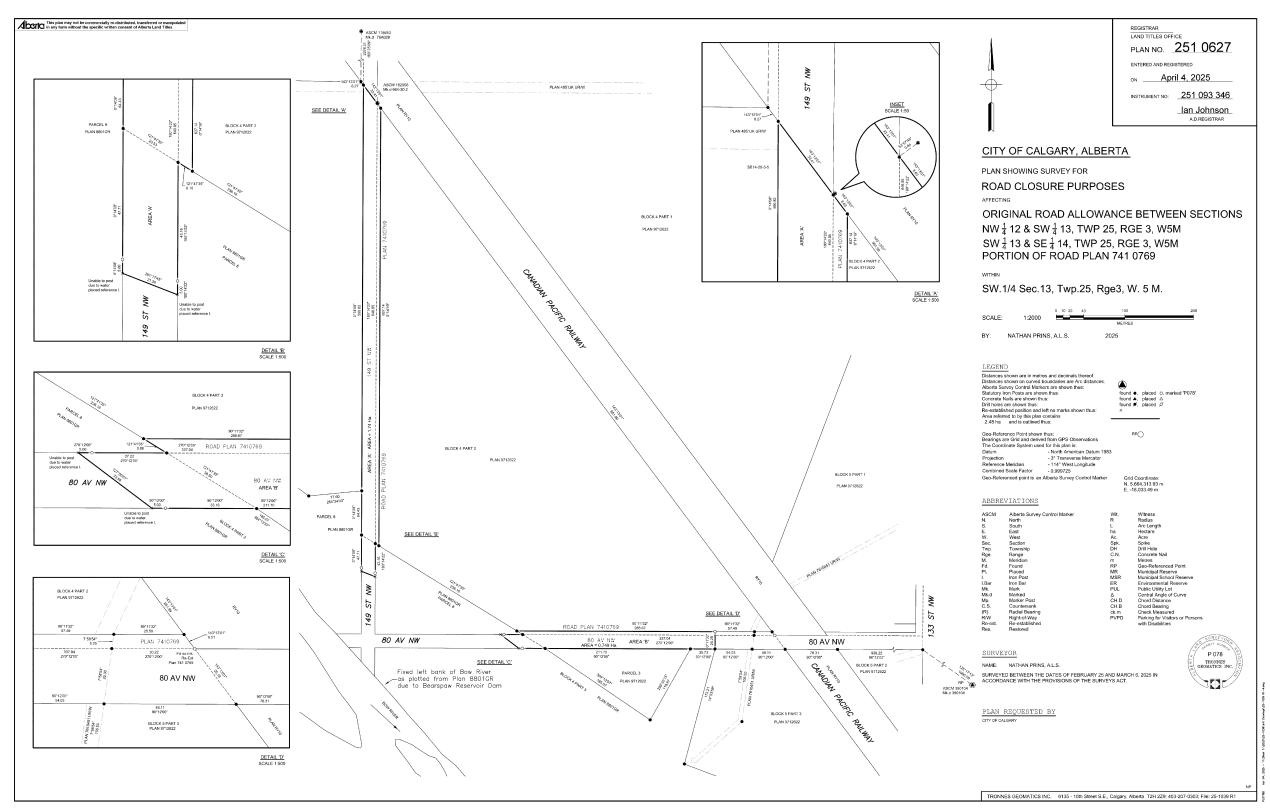
The proposed road closure and land use redesignation will discourage informal and unsafe access to Bearspaw Reservoir and limit disturbances to native grasslands. As per ASP Section 3.7 Dam Site, Intent: Ensure the ongoing, safe and efficient operation of the dam while encouraging future initiatives to establish public access to the Bow River upstream and downstream of the dam. The Dam Site includes the river, dam, reservoir and all the land that TransAlta owns upstream and downstream of the dam. Policy 3.7.1 states that structures and improvements related to the operation of the dam are permitted on the Dam Site. The application is in alignment with the policies of the ASP.

#### **Source Water Protection Policy (2020)**

<u>Source Water Protection Policy</u> was adopted by Council in 2020 to provide direction to integrate and embed watershed protection into land use decisions within Calgary and the broader region. The policy supports The City of Calgary commitment to delivering safe, clean, high quality drinking water to our city and regional customers through proactive stewardship and management of riparian areas within Calgary.

CPC2025-0362 Attachment 1 ISC: UNRESTRICTED

# Registered Road Closure Plan



# Proposed Road Closure Conditions

- 1. All costs associated with the closure to be borne by the applicant.
- 2. The closed road rights-of-way are to be consolidated with the adjacent lands.

# **Applicant Submission**

Company Name (if applicable): Tronnes Geomatics Inc	LOC Number (office use only):		
Applicant's Name: Nathan Prins			
Date: March 7, 2025			

The City of Calgary is initiating the process of closing two historic road allowances through Haskayne Park to ensure public safety on/around Bearspaw Reservoir and to protect environmentally significant areas.

The City does not currently support on-water activities in the Bearspaw Reservoir as water conditions pose significant safety risks, including strong currents, fluctuating water levels, cold water temperatures, and steep embankments. The City of Calgary has no ability to provide on-water emergency response on the Reservoir, and The City understands that Rocky View County cannot provide on-water emergency response.

The Bearspaw reservoir provides 60 per cent of the city's drinking water. Safe and clean drinking water are a fundamental and critical service that The City provides to Calgarians and surrounding communities. Activities on the reservoir have the potential to pose contamination to the largest source of the city's drinking water.

TransAlta Corporation, the operator of the Bearspaw Dam and Reservoir and the owner of the lands directly adjacent to the Reservoir, has officially requested that The City take steps to close this unimproved road allowance in light of the public safety, environmental and operational risks associated with activities occurring along this road allowance.

Historically, reservoir users have caused damage to sensitive native grasslands in the road allowance and the adjacent environmentally significant park areas. The City is also accountable for preserving adjacent lands that were an ecological gift to The City, in keeping with the federal government ecogift policies. Closing these road allowances will limit disturbances to these native grasslands.

The proposed road closure areas are bounded by City of Calgary Parks land on either side, do not impact access to other private parcels, and the lands are proposed to be re-designated as S-UN, in keeping with the surrounding land use and nature conservation purposes.

# **Applicant Outreach Summary**

2025 March 10



# Community Outreach on Planning & Development Applicant-led Outreach Summary

Please complete this form and include with your application submission.
Project name: Haskayne Legacy Park Historic Road Allowance Closure
Did you conduct community outreach on your application? ☐ YES or ✔NO
If no, please provide your rationale for why you did not conduct outreach.
Road allowance closures are entirely within City of Calgary property; access to other parcels is not impacted. This activity and the land-uses being applied are in line with land management activities and intended land uses for Haskayne Legacy Park.
Outreach Strategy Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)
Affected Parties Who did you connect with in your outreach program? List all groups you connected with. (Please do not include individual names)
N/A

calgary.ca/planningoutreach



# Community Outreach for Planning & Development Applicant-led Outreach Summary

calgary.ca/planningoutreach

## TransAlta Utilities Comments



TransAlta Corporation TransAlta Place Suite 1400, 1100 1 St SE Calgary, Alberta T2G 1B1 T: +1 (403) 267-7110 www.transalta.com

Vincent Light
Sr. Legal Counsel, Regulatory
Direct Line: 403-267-7640
Email: vincent\_light@transalta.com

February 27, 2025

City of Calgary P.O. Box 2100, Stn. M Calgary, AB T2P 2M5

Attention: Nicole Newton, Manager, Natural Environment & Adaptation,

Climate & Environment (via email nicole.newton@calgary.ca)

Re: TransAlta Request and Letter of Support for Closure of

Unimproved Road Allowance on Bow River

I am counsel for TransAlta Corporation, and am writing to request that the City of Calgary ("City") take steps to close the unimproved road allowance extending west from 80<sup>th</sup> Avenue NW, and located approximately on that portion north of Section 12, Township 25, Range 3, West of the Fifth Meridian, being north of the Bow River and north of Parcel 3 containing 1.26 acres more or less, as shown on Registered Plan 8801 GR (the "Road Allowance").

#### TransAlta's Bearspaw Dam and Reservoir

TransAlta has been granted the right to use and occupy the Road Allowance Parcel pursuant to water licence 80707-00-00, issued by the Provincial Government for the construction, operation and maintenance of the Bearspaw Power and Storage development ("Bearspaw") and holding priority number 1952-11-07-01, along with several other parcels of land on the banks of the Bow River surrounding Bearspaw.

For operational and safety reasons, TransAlta maintains a strip of land along the reservoir stretching the entire length of the Bearspaw reservoir for approximately 8 km upstream. TransAlta maintains this safety buffer to, among other things, maintain a clear area around the perimeter of the reservoir to monitor water levels and flow rates, safely operate the Bearspaw dam by raising and lowering the reservoir level as part of the integrated operation of 11 hydroelectric generating facilities on the Bow and Kananaskis Rivers. Bearspaw is the last facility on the Bow River and it serves to absorb and stabilize flows downstream, but has minimal storage volumes compared to other hydroelectric facilities.

The combination of the reservoir's minimal storage capacity and its regulating function (to absorb water fluctuations caused by the Ghost facility) makes the Bearspaw reservoir susceptible to fluctuating water levels which can rise or fall by more than 2 meters throughout the day. Sudden changes in water levels can create



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strong currents and waves, including backflow effects that alter current speeds and water depths unexpectedly, posing significant safety hazards for the public, especially for recreational users such as boaters and swimmers, who may not be prepared for the sudden change. The Bearspaw reservoir is therefore prone to significant and rapid fluctuations in water level and flow, which can and does occur without warning.

In addition to the above, the safety buffer also provides flood control and flood management by providing sufficient space to absorb excess water during high flow periods, and helps to control access to the Bearspaw reservoir to reduce the risk of accidents or injuries to the public, including drowning.

#### Unauthorized Installation of a Commercial Marina

TransAlta has observed that a marina was twice installed on the banks of the Bow River by Rick's Marina Inc. ("Rick's Marina"), upstream from Bearspaw and the City's fresh water intake, without authorization from TransAlta. The first such installation was via trespass on lands owned by TransAlta in fee simple. The second installation was on the Road Allowance.

In both instances, Rick's Marina appears to have operated without appropriate development permits or City business licences, and the installation of Rick's Marina also caused significant damage and erosion to environmentally sensitive grassland within Haskayne Park, as well as the bed and banks of the Bow River.

Rick's Marina was promoted on social media and elsewhere to specifically encourage children and families to use the marina and access the reservoir. These users may be unfamiliar with the dangers posed by the operations at Bearspaw, and the significant fluctuations in water levels which may occur.

TransAlta also observed the installation of signage at Rick's Marina which appears to imitate the City's own colours, wordmark, fonts and visual identity, encouraging the public to access Rick's Marina and to ignore the City and TransAlta's "misinformation", and including the following statements:

- "Public access to the reservoir is available by utilizing the open road allowance";
- "There are no metrics' to support claims of there being dangerous conditions on the reservoir"; and
- "The nonfactual claims and fear mongering put forth by TransAlta and the City are unsubstantiated."

TransAlta considers that the operation of Rick's Marina constitutes an unacceptable public safety, environmental and operational risk. The closure of the Road Allowance will allow the City to effectively manage and prevent further installation or reinstallation of the Marina by preventing further unauthorized access.

2

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TransAlta further notes in closing that tolerating the operation of a private enterprise and construction of private infrastructure over a public roadway without the requisite permits, authorizations or compensation to taxpayers sets a damaging precedent for the use of road allowances within the City.

We would like to thank the City for its time and attention to this matter. Please contact the undersigned with any additional questions.

Yours truly,

TRANSALTA CORPORATION

Vincent Light

Sr. Legal Counsel, Regulatory



CPC2025-0362 ATTACHMENT 7

## **BYLAW NUMBER 7C2025**

BEING A BYLAW OF THE CITY OF CALGARY FOR A CLOSURE OF A ROAD (PLAN 2510627, AREAS 'A' AND 'B') (CLOSURE LOC2025-0052/CPC2025-0362)

**WHEREAS** The City of Calgary has decided to close from public use as a road and to sell or to hold those portions of road described below;

**AND WHEREAS** the provisions of Sections 22 and 606 of the <u>Municipal Government</u> <u>Act</u>, R.S.A. 2000, c.M-26 as amended, with respect to notice of intention of Council to pass such a Bylaw have been complied with;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. Immediately upon passage of this Bylaw, the following described road shall be closed from use as a road:

PLAN 2510627 AREAS 'A' AND 'B' EXCEPTING THEREOUT ALL MINES AND MINERALS

This Bylaw comes into force on the date it is passed.

3.

- 2. The proper officers of The City of Calgary are hereby authorized to execute such instruments as may be necessary to effect the purpose of the Bylaw.
- READ A FIRST TIME ON
  READ A SECOND TIME ON
  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

  CITY CLERK

SIGNED ON



CPC2025-0362 ATTACHMENT 8

## **BYLAW NUMBER 81D2025**

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

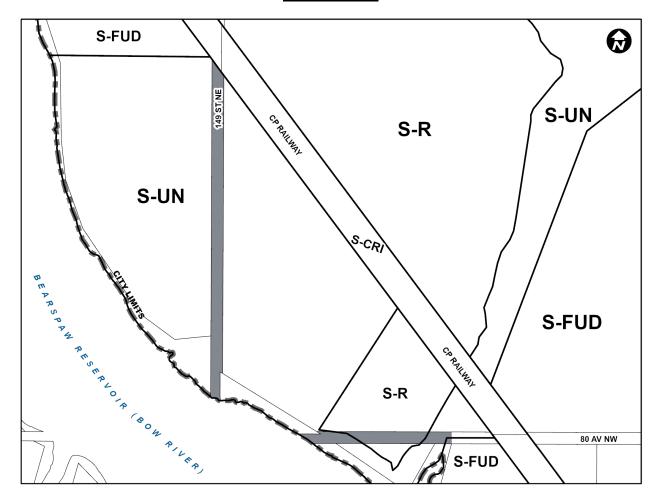
  CITY CLERK

SIGNED ON \_\_\_\_\_



## AMENDMENT LOC2025-0052/CPC2025-0362 BYLAW NUMBER 81D2025

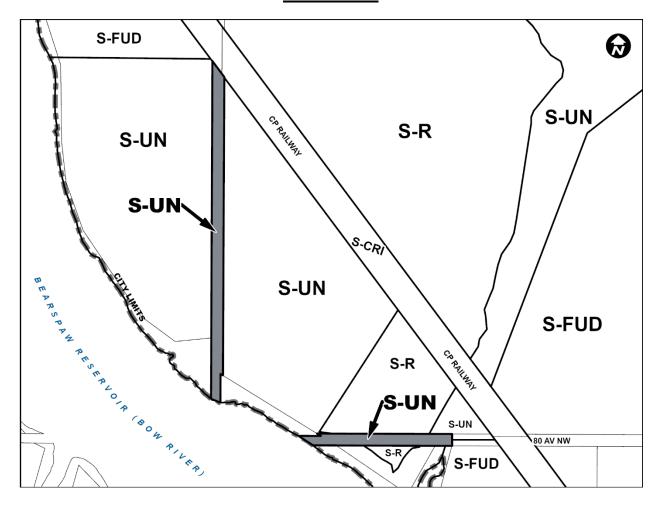
## **SCHEDULE A**





## AMENDMENT LOC2025-0052/CPC2025-0362 BYLAW NUMBER 81D2025

## **SCHEDULE B**



ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

CPC2024-0957 Page 1 of 4

# Land Use Amendment in Ambleridge (Ward 2) at multiple addresses, LOC2024-0157

### **RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 32.92 hectares ± (81.35 acres ±) located at 2828 – 144 Avenue NW, 14800 Symons Valley Road NW and 15333 – 24 Street NW (Portions of Section 6-26-1-5) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – At Grade Housing (M-G) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – City and Regional Infrastructure (S-CRI) District and Special Purpose – Urban Nature (S-UN) District.

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MARCH 27:

That Council give three readings to **Proposed Bylaw 74D2025** for the redesignation of 32.92 hectares ± (81.35 acres ±) located at 2828 – 144 Avenue NW, 14800 Symons Valley Road NW and 15333 – 24 Street NW (Portions of Section 6-26-1-5) from Special Purpose – Future Urban Development (S-FUD) District to Residential – Low Density Mixed Housing (R-G) District, Residential – Low Density Mixed Housing (R-Gm) District, Multi-Residential – At Grade Housing (M-G) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, Special Purpose – City and Regional Infrastructure (S-CRI) District and Special Purpose – Urban Nature (S-UN) District.

#### **HIGHLIGHTS**

- This application seeks approval of a variety of land uses to allow for residential development, a school and open space network in accordance with an approved outline plan within the community of Ambleridge.
- The proposed application aligns with the *Municipal Development Plan* (MDP) and the *Glacier Ridge Area Structure Plan* (ASP).
- What does this mean to Calgarians? The proposal will allow for increased housing choice within a compact greenfield development which will be served by neighbourhood parks and pathways, a kindergarten to grade nine school site and local commercial uses.
- Why does this matter? Compact development of a greenfield site will contribute to Calgary's overall economic health by housing new residents within the city limits.
- A development permit for stripping and grading for a portion of the site has been approved and a development permit for stripping and grading for the remainder of the site is under review.
- There is no previous Council direction related to this proposal.

CPC2024-0957

Page 2 of 4

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Land Use Amendment in Ambleridge (Ward 2) at multiple addresses, LOC2024-0157

### DISCUSSION

This land use amendment application was submitted on 2024 June 9 by Stantec Consulting on behalf of multiple landowners. The approximately 32.92 hectare (81.35 acre) site is located in the community of Ambleridge in the northwest quadrant of the city. The subject site is currently in an agricultural state, though stripping and grading activities have begun south of the application area.

As noted in the Applicant Submission in Attachment 2, this application seeks a variety of land use districts to complete the neighbourhood framework established in the site's outline plan (LOC2023-0316, Attachment 3) which was approved by Calgary Planning Commission on 2024 March 7. Land use for the south portion of that outline plan area had been granted by Council through LOC2020-0148 on 2023 June 20. The remainder of these lands do not require a growth application. Policies limiting the approvals of land uses to 650 dwelling units due to water service capacity were removed from the ASP as part of the adoption of the Growth Application process on 2023 July 25 (IP2023-0559). The servicing of these lands remains dependent on the North Calgary Water Servicing (NCWS) project. Incremental capacity is expected to be available as Stage 1 of NCWS becomes operational, and available capacity is expected to be able to support a cumulative total of 1,008 units in the Ambleridge area starting in 2027. The incremental capacity allocation is conditional on the Stage 1 of NCWS being operational. A technical review at future subdivision and development permit stages will be required to validate that sufficient capacity is available until the full NCWS is completed.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

#### **ENGAGEMENT AND COMMUNICATION**

	Outreach was undertaken by the Applicant
$\boxtimes$	Public/interested parties were informed by Administration

## **Applicant-Led Outreach**

As part of the review of the proposed application, the applicant was encouraged to use the <a href="Applicant Outreach Toolkit">Applicant Outreach Toolkit</a> to assess which level of outreach with the public/interested parties and the respective community association was appropriate. They determined that no outreach would be undertaken because the application had previously been notice posted during the initial land use and outline plan application. Refer to the Applicant Outreach Summary, Attachment 4, for further rationale why outreach was not conducted.

## **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties and published <u>online</u>. Notification letters were also sent to adjacent landowners. No comments were received in response to the circulation and there is no community association in the area.

Administration considered the relevant planning issues specific to this application and has determined the proposal to be appropriate. It is consistent with the outline plan framework that

CPC2024-0957

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Page 3 of 4

# Land Use Amendment in Ambleridge (Ward 2) at multiple addresses, LOC2024-0157

was approved by Calgary Planning Commission in 2024 March 7 and complements the approved land uses south of the proposed land use area approved by Council 2023 June 20.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the land use amendment will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

## **IMPLICATIONS**

#### Social

The proposal would allow for a variety of housing choices in low and medium density residential building forms, providing for a range of housing opportunities. Proposed parks and schools will add to the amenities benefiting future residents of this neighbourhood.

### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. As part of the future development, the applicant will include increased topsoil depth (from a standard 300 millimetres to 600 millimetres) to help improve drainage conditions and increase resilience to storm events. They will also provide landscaping incentive programs to future landowners to help increase the urban tree canopy. These support Program K: Natural Infrastructure. The applicant has also committed to working with their builder partners in planning transitions to align with the Net Zero by 2030 Building Code. The latter supports Program A: New buildings.

### **Economic**

Development of a greenfield site would contribute to Calgary's overall economic health by housing new residents within Calgary's city limits as well as supporting jobs that will result from the neighbourhood's construction, the neighbourhood commercial site, home based businesses, and the school.

## **Service and Financial Implications**

No anticipated financial impact.

#### RISK

While the NCWS has been fully funded, the project is complex and will take years to complete. There is a risk that it could be delayed and future subdivisions or development permits in this area could also be delayed until capacity is available. Ongoing monitoring of the progress and validation at future subdivision and development permits will ensure development approvals are aligned with when capacity is available.

CPC2024-0957

Page 4 of 4

**ISC: UNRESTRICTED** 

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Land Use Amendment in Ambleridge (Ward 2) at multiple addresses, LOC2024-0157

## **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. LOC2023-0316 Approved Outline Plan
- 4. Applicant Outreach Summary
- 5. Proposed Bylaw 74D2025

## **Department Circulation**

General Manager (Name)	Department	Approve/Consult/Inform

## **Background and Planning Evaluation**

## **Background and Site Context**

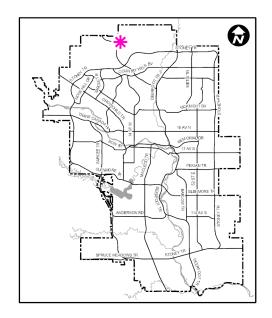
The subject site is located in the northwest quadrant of the city in the developing community of Ambleridge. The land use amendment area is approximately 32.92 hectares (81.35 acres) in area and is currently undeveloped and has been used for agricultural purposes. The land generally slopes towards the west where it is bounded by the escarpment lands of Symons Valley and West Nose Creek. The eastern boundary of the subject area is 24 Street NW. To the east of 24 Street NW is the developing neighbourhood of Ambleton.

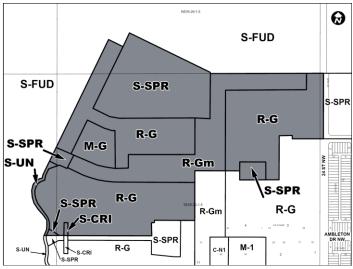
Land uses in the south portion of the parcel were approved by Council on 2023 June 20 as part of LOC2020-0148. At the time of decision in 2023, a policy in the Growth Management section of the *Glacier Ridge Area Structure Plan* (ASP) restricted land use approvals to a maximum of 650 units based on existing water servicing infrastructure. However, as part of the implementation of the new Growth Application process, the ASP was amended in 2023 July 25 to remove that provision. Water service capacity will be reviewed as part of future subdivision and development permit applications. This application seeks approval of the land uses completing the remaining outline plan lands approved by Calgary Planning Commission on 2024 March 7 (LOC2023-0316). North of the plan area are lands owned by Qualico Communities which are currently designated Special Purpose – Future Urban Development (S-FUD) District.

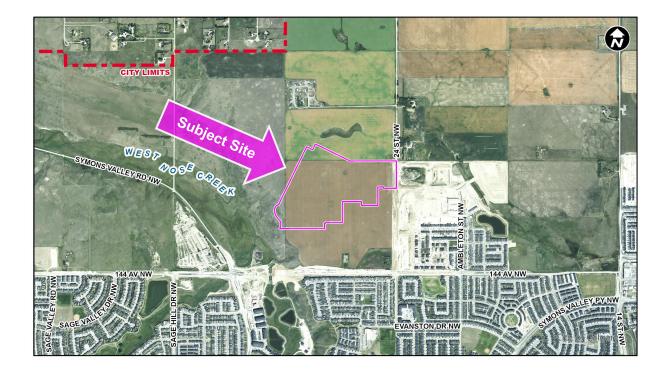
## Community Peak Population Table

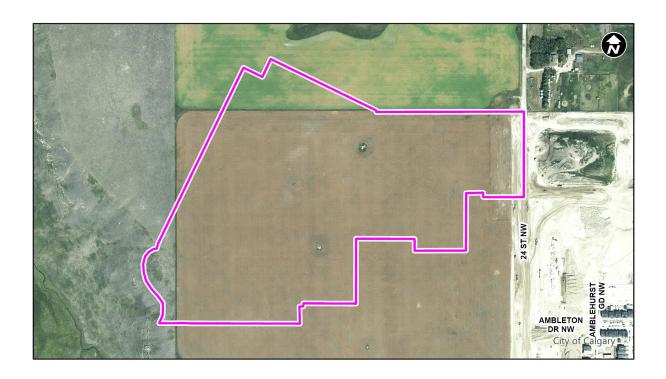
There is no existing demographic information available for Ambleridge as this is a newly developing community.

# **Location Maps**









## **Previous Council Direction**

None.

## **Planning Evaluation**

### **Land Use**

The Ambleridge outline plan (LOC2023-0316) was approved by Calgary Planning Commission on 2024 March 7 to provide guidance for the subdivision and development of approximately 67.31 hectares (166.32 acres) of land. This application is proposing a redesignation of approximately 32.92 hectares (81.35 acres) of land to complete the land use framework for this new community.

The existing land use for this portion of the site is the Special Purpose – Future Urban Development (S-FUD) District. This district is intended for lands that are awaiting urban development and utility servicing.

This application proposes several residential and special purpose districts to support the creation of a complete community. These land uses include:

- Residential Low Density Mixed Housing (R-G and R-Gm) District;
- Multi-Residential At Grade Housing (M-G) District;
- Special Purpose School, Park and Community Reserve (S-SPR) District:
- Special Purpose City and Regional Infrastructure (S-CRI) District; and
- Special Purpose Urban Nature (S-UN) District.

The proposed R-G District supports a variety of low-density residential building forms including single detached dwellings, duplex dwellings and rowhouse buildings, along with secondary suites and backyard suites. The maximum building height in this district is 12 metres. The application proposes a mix of both laned and laneless R-G parcels which have been located to work with the slope of the land as well as with interfacing prominent streets.

The proposed R-Gm District supports the same built forms as R-G but lists single detached dwellings as discretionary uses rather than permitted. Similar to the R-G District, the maximum building height is 12 metres. This district has been predominantly located along prominent streets to form urban gateways into the community.

The M-G District is intended for multi-residential development of low height and low density. It is intended to be in close proximity or adjacent to low density residential development and requires that development achieves a minimum density of 35 units per hectare with a maximum density of 80 units her hectare. This district has a maximum height of 13 metres.

The proposed S-SPR District is intended to provide for schools, parks, open space and recreational facilities with parcels of various sizes and use intensities. In this case, this district is to be used for land dedicated as municipal school reserve (MSR) for the future kindergarten to grade nine Calgary Catholic School and other forms of municipal reserve (MR) pursuant to the *Municipal Government Act* (MGA) such as play and sports fields and small parks.

The proposed S-CRI District is intended to provide for city and regional infrastructure necessary for the proper servicing of the development. These lands will be dedicated as Public Utility Lots (PUL) pursuant to the MGA.

The S-UN District is for lands that provide for natural landforms, vegetation, and wetlands and is used for lands dedicated as environmental reserve (ER) pursuant to the MGA. This district limits development to improvements that facilitate passive recreational use. For this application, the district will be applied to lands that form the West Nose Creek escarpment.

### **Density**

The *Municipal Development Plan* (MDP) sets out minimum density targets for new communities at a density of 20 units per hectare (8 units per acre). The ASP sets out the same targets as the MDP.

This proposed land use amendment in combination with the already approved land use districts (LOC2020-0148) provide a framework that will provide an anticipated 21.2 units per gross developable hectare (8.6 units per gross developable acre) for this neighbourhood in alignment with the approved outline plan and relevant policies.

### **Transportation**

Regional pathways are located along 144 Avenue NW, 24 Street NW and along 152 Avenue NW on the north boundary of the plan area. Internal to the site, multi-use pathways and local pathways will be constructed that will provide residents with ample choices for getting around the neighbourhood.

Primary transit service will be provided along 144 Avenue NW with local service provided through the neighbourhood and along 24 Street NW. Transit service will be expanded into the area as the site develops, and the vast majority of the residences within the area are within a 400 metre walking distance (a seven-minute walk time) to transit.

The proposed neighbourhood is connected to the larger regional transportation network by 144 Avenue NW and 24 Street NW. To the west, 144 Avenue NW accesses Symons Valley Road NW along the now constructed crossing of West Nose Creek which provides access to Stoney Trail NW. Access to and from Stoney Trail NW is also available from nearby 14 Street NW.

A Transportation Impact Assessment was not required for this application as one was submitted and accepted as part of the previous outline plan with which this land use application is consistent.

### **Environmental Site Considerations**

A Phase I Environmental Site Assessment was submitted and approved in support of the application. No significant environmental issues were identified.

## **Utilities and Servicing**

Stormwater servicing for the subject lands will be provided via construction of a stormwater pond facility identified in the approved outline plan.

Sanitary servicing for the subject lands will be provided via connection to existing sanitary infrastructure located in 144 Avenue NW.

Water servicing to the proposed land use area will be provided via connections to water infrastructure along 144 Avenue NW and 24 Street NW. The servicing of these lands remains dependent on the North Calgary Water Servicing (NCWS) Project which is anticipated to be in service in 2029. Incremental capacity is expected to be available as Stage 1 of NCWS becomes operational, and available capacity is expected to be able to support a cumulative total of 1,008 units in the Ambleridge area starting in 2027. The incremental capacity allocation is conditional on the Stage 1 of NCWS being operational. A technical review at future subdivision and development permit stages will be required to validate that sufficient capacity is available until the full NCWS is completed.

## Legislation and Policy

### South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

Rocky View County/City of Calgary Intermunicipal Development Plan (Statutory - 2012)
This area is subject to the Rocky View County/City of Calgary Intermunicipal Development Plan (IDP). The proposed land use is in alignment with the general policies of the IDP. In accordance with the Rocky View County/City of Calgary Intermunicipal Development Plan, this application was circulated to Rocky View County who responded with no objection to the proposed application.

## **Municipal Development Plan (Statutory – 2009)**

This site is located within the Developing Residential – Planned Greenfield with Area Structure Plan (ASP) area as identified on Map 1 in the <u>Municipal Development Plan</u> (MDP). The applicable policies promote housing diversity and choice through a wide range of housing types and densities to create diverse neighbourhoods. The proposed land use amendment ensures

future development allows for a range of housing types with access to local commercial services.

The proposed application adheres to the policy of creating complete communities and as such contributes to the MDP goals for balancing growth in the established and new communities.

## Calgary Climate Strategy (2022)

Administration has reviewed this application in relation to the objectives of the <u>Calgary Climate Strategy – Pathways to 2050</u> programs and actions. As part of the future development, the applicant will include increased topsoil depth (from a standard 300 millimetres to 600 millimetres) to help improve drainage conditions and increase resilience to storm events. They will also provide landscaping incentive programs to future landowners to help increase the urban tree canopy. These support Program K: Natural Infrastructure. The applicant has also committed to working with their builder partners in planning transitions to align with the Net Zero by 2030 Building Code. The latter supports Program A: New buildings.

## Glacier Ridge Area Structure Plan (Statutory – 2015)

The <u>Glacier Ridge Area Structure Plan</u> (ASP) provides additional direction for the plan area with detailed policies and guidelines for development. The land use amendment area is identified as being within Community C, Neighbourhood 4. The Land Use Concept plan (Map 3) shows this as a Neighbourhood Area containing a Joint Use Site, which is identified for a future Calgary Catholic School Board kindergarten to grade nine school.

The proposed land use amendment completes the land use framework identified under the approved outline plan for this site (LOC2023-0316). The proposed land use complies with the policies and guiding principles of the ASP by providing a variety of housing forms, public park spaces, a school site, and preserves natural landforms such as the escarpment and a glacial erratic. The approved outline plan provides pathways through the neighbourhood and along the escarpment with views of the West Nose Creek valley. Laned residential blocks line 24 Street NW to ensure an active frontage along that street which complements and mirrors the neighbourhood of Ambleton to the east.

## **Applicant Submission**

Company Name (if applicable):

Stantec Consulting Ltd.

Applicant's Name:

Daniel MacGregor

Date:

May 27, 2024

Stantec Consulting Inc., on behalf of Qualico Communities, is pleased to submit the Land Use Redesignation application for 32.93 ha (81.36 ac) of a land located at 2828 - 144 Ave NW and legally described as portion of Section 6-26-1-W5.

The subject lands form the northern portion of the recently approved Ambleridge Outline Plan (LOC2023-0316) within Neighbourhood C4 of the Glacier Ridge ASP. Following the approval of the Ambleridge Outline Plan on March 7, 2024, this application aligns the proposed Land Use Districts with the Outline Plan for the remaining northern portion of the site, thereby facilitating future development. Land Use for the southern portion was approved on June 20, 2023 through LOC2020-0148.

The subject lands are currently designated as S-FUD District. This application proposes to change the Land Use to the following Districts:

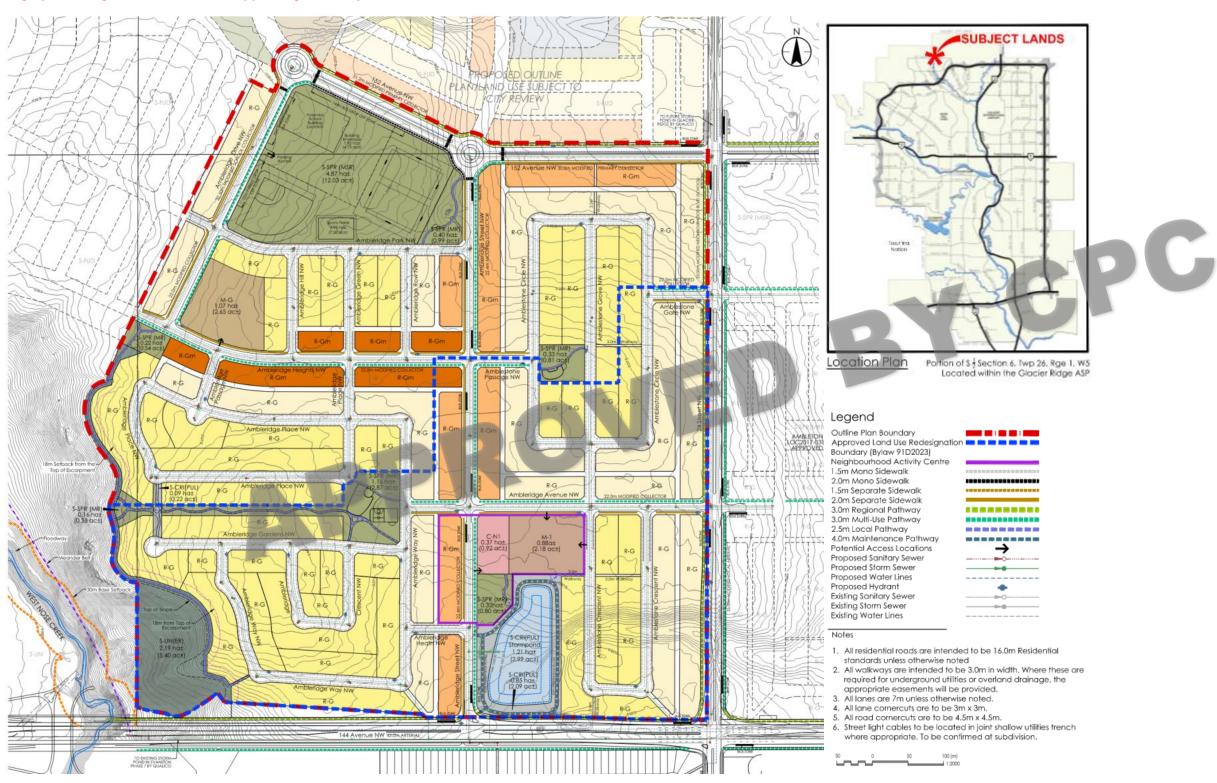
- 1. The **R-G/R-Gm Districts** cater to low-density neighborhoods in suburban areas, accommodating diverse residential forms such as single, semi-detached, and rowhouse dwellings. The application proposes a R-G District accommodating both laned and laneless homes and a R-Gm District for rowhouses along the collector roads.
- The M-G District aims to provide low-rise, low-density multi-residential developments, near low-density residential areas. The M-G parcel is located along a collector road and close to a park and the school site to increase accessibility to amenities.
- The S-SPR District is designated for educational, recreational, and open spaces of varying sizes and intensities.This District is assigned to two parks and a school site.
- The S-CRI District is allocated for essential city and regional infrastructure, accommodating utilities in the southwest portion of the LUR and designated as PUL.
- The S-UN District preserves natural landforms, vegetation, and wetlands, limiting development to passive recreational enhancements. This District is applied to the West Nose Creek escarpment, designated as ER.

In addition to aligning with the recently approved Outline Plan, this redesignation adheres to the goals and policies of the MDP and the New Community Planning Guidebook fostering complete communities through compact forms and Main Streets that are connected, serviced, and sustainable. It embodies the city's vision by offering a mix of uses, diverse housing options, amenities, and open spaces.

Moreover, it supports the Glacier Ridge ASP's vision of a complete community, blending residential land uses with pathways, and enhancing connections to the area's natural beauty. This integration of natural amenities with other open spaces allows residents and visitors to engage with the defining features of northern Calgary's Glacier Ridge, honoring the ASP's commitment to open space preservation.

# LOC2023-0316 Approved Outline Plan

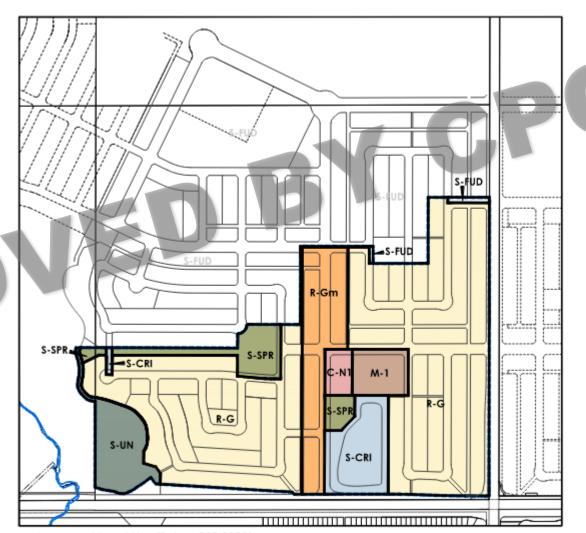
Calgary Planning Commission is the Approving Authority for the Outline Plan.



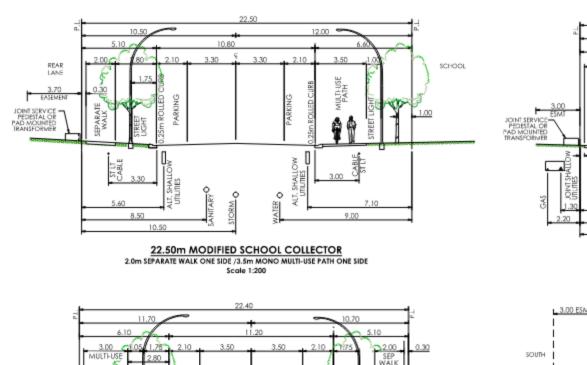
OTAL AREA OUTLINED	67.31 ha	166.32 ac			
Jess ENVIRONMENTAL RESERVE (S-UN)	2.19 ha	5.40 ac			
ROSS DEVELOPABLE AREA (GDA)	65.12 ha	160.92 ac			100.09
			Frontage	Units	
ESIDENTIAL	36.84 ha	91.04 ac			56.69
ow Density	34.89 ha	86.21 ac			53.69
RG - Laned	11.01 ha	27.21 ac			
Anticipated Number of Units (8.23m lot width)			3,344m	406 units	
RG - Laneless	18.40 ha	45.47 ac			
Anticipated Number of Units (9.75m lot width)			5,378m	551 units	
RGm - Townhomes	3.83 ha	9.47 ac			
Anticipated Number of Units (6.7m lot width)			1,198m	178 units	
RGm - Townhomes (28m Depth)	1.64 ha	4.06 ac			
Anticipated Number of Units (6.7m lot width)			588m	87 units	
Total frontage			10,508m		
igh Density	1.95 ha	4.83 ac			3.09
M-G	1.07 ha	2.65 ac			
Number of units (60upha)				64 units	
M-1	0.88 ha	2.18 ac			
Number of units (110upha)				97 units	
DTAL UNITS		,	Anticipated	1383 units	
ENSITY Anticipated: 21.2 upha 8.6 upac			1		
		111			
OMMERCIAL	0.37 ha	0.92 ac			0.69
C-N1	0.37 ha	0.92 ac			
REDIT OPEN SPACE (S-SPR)	7.46 ha	18.42 ac			11.49
	un overari dedicatio	6.39 ac	ed to for over	ai developme	nf
*0.95ha of S-SPR deferred to development of parcel to the north.	2.50 ha	0.37 GC			
*0.95ha of S-SPR deferred to development of parcel to the north.  Open Space & Parks	2.59 ha	12.03.00			
*0.95ha of S-SPR deferred to development of parcel to the north.  Open Space & Parks  School	4.87 ha	12.03 ac			
*0.95ha of S-SPR deferred to development of parcel to the north.  Open Space & Parks		12.03 ac			31.49
*0.95ha of S-SPR deferred to development of parcel to the north.  Open Space & Parks  School	4.87 ha				31.49
*0.95ha of S-SPR deferred to development of parcel to the north.  Open Space & Parks  School  UBUC DEDICATION	4.87 ha 20.45 ha	50.54 ac			31.49
*0.95ha of S-SPR deferred to development of parcel to the north.  Open Space & Parks  School  UBLIC DEDICATION  Stormwater Pond	4.87 ha 20.45 ha	<b>50.54 ac</b> 2.99 ac			31.49

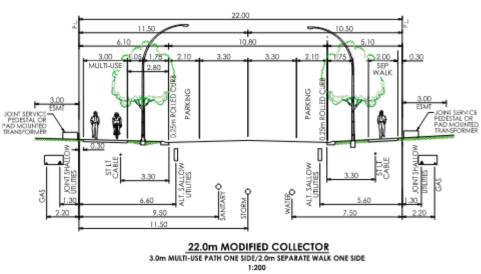
S-FUD to R-G	22.13 ha	54.69 ac
S-FUD to R-Gm	3.31 ha	8.19 ac
S-FUD to M-1	1.07 ha	2.65 ac
S-FUD to C-N1	0.53 ha	1.30 ac
S-FUD to S-SPR	1.83 ha	4.52 ac
S-FUD to S-CRI	2.28 ha	5.64 ac
S-FUD to S-UN	1.95 ha	4.81 ac
Total Redesignation	33.10 ha	81.80 gc
5-FUD to remain 5-FUD	0.20 ha	0.50 ac

NAC Use	Unit Count/Area	Intensity Calculation	People/Jobs
M-1 (110 upha)	97	1.6 people/unit*	155
R-Gm	24	2.3 people/unit*	55
CNI	1.550 m <sup>a</sup>	1 job per 28m <sup>a</sup>	55
Total People/Job			265
Total NAC Area	2.40 ha		
Total Intensity			110
(people(obs per ha)			



Approved Land Use (Bylaw 91D2023) NTS





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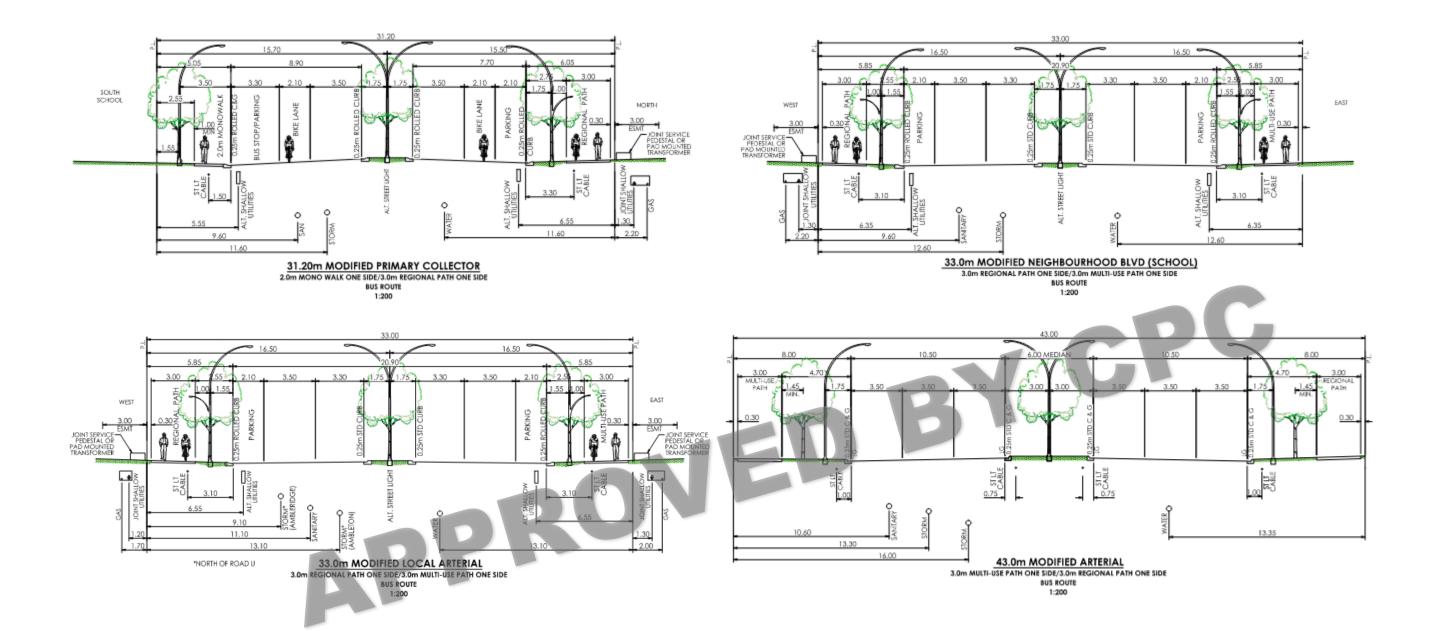
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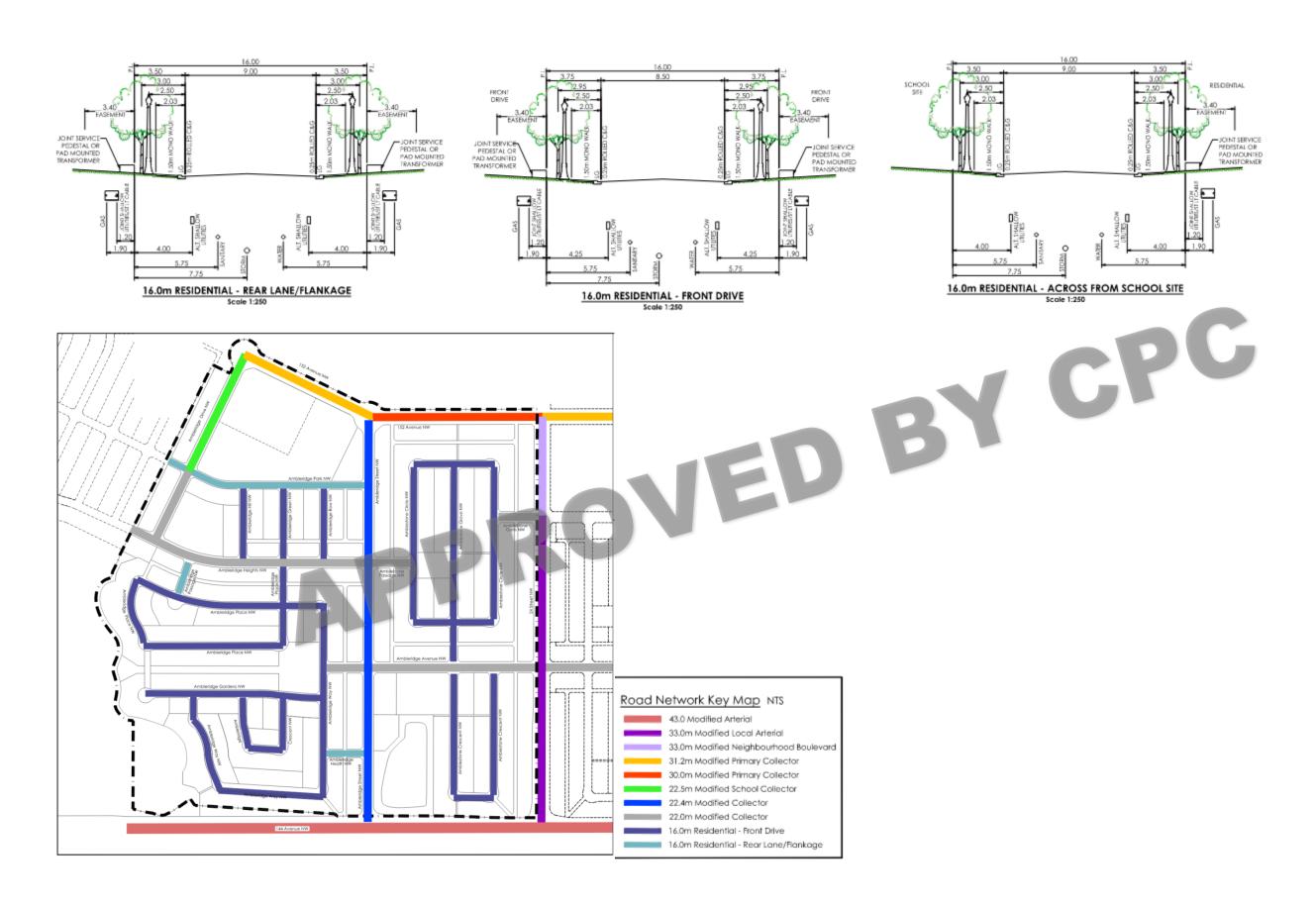
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22.4m MODIFIED COLLECTOR
3.0m MULTI-USE PATH ONE SIDE/2.0m SEPARATE WALK ONE SIDE
BUS ROUTE

30.0m MODIFIED PRIMARY COLLECTOR
2.0m SEPARATE WALK ONE SIDE/3.0m REGIONAL PATH ONE SIDE
1:200





# **Applicant Outreach Summary**

2025 March 14



## Community Outreach on Planning & Development Applicant-led Outreach Summary

calgary.ca/planningoutreach



## Community Outreach for Planning & Development Applicant-led Outreach Summary

What did you hear? Provide a summary of main issues and ideas that were raised by participants in your outreach.
N/A
How did input influence decisions?  Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.
N/A
How did you close the loop?  Provide a summary of how you shared outreach outcomes and final project decisions with those who participated in your outreach. (Please include any reports or supplementary materials as attachments)
N/A
calgary.ca/planningoutreach



CPC2024-0957 ATTACHMENT 5

## **BYLAW NUMBER 74D2025**

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2024-0157/CPC2024-0957)

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

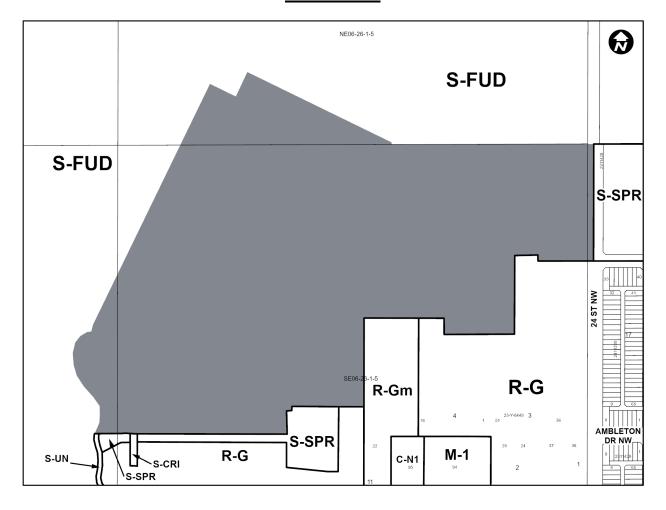
  CITY CLERK

SIGNED ON \_\_\_\_\_



## AMENDMENT LOC2024-0157/CPC2024-0957 BYLAW NUMBER 74D2025

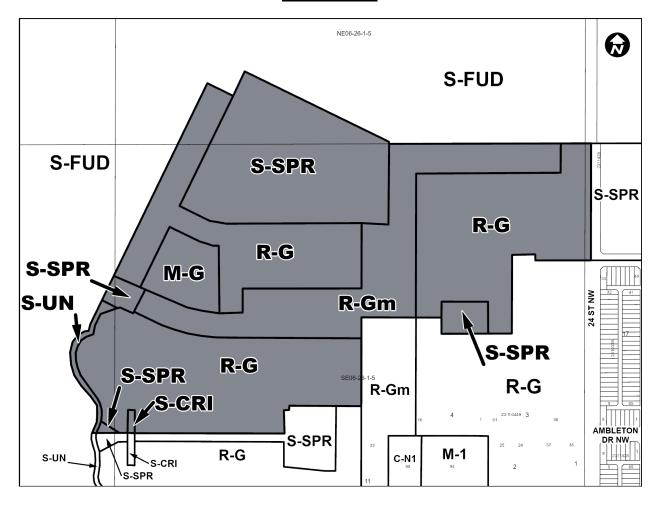
## **SCHEDULE A**





## AMENDMENT LOC2024-0157/CPC2024-0957 BYLAW NUMBER 74D2025

## **SCHEDULE B**



CPC2025-0291

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Page 1 of 3

# Land Use Amendment in Highland Park (Ward 4) at 4220 Centre Street NE, LOC2024-0307

### **RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.05 hectares ± (0.12 acres ±) located at 4220 Centre Street NE (Plan 6482GN, Block 10, Lot 1) from Residential – Grade-Oriented Infill (R-CG) District to Mixed Use – General (MU-1f4.0h21) District.

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MARCH 27:

That Council give three readings to **Proposed Bylaw 73D2025** for the redesignation of 0.05 hectares ± (0.12 acres ±) located at 4220 Centre Street NE (Plan 6482GN, Block 10, Lot 1) from Residential – Grade-Oriented Infill (R-CG) District to Mixed Use – General (MU-1f4.0h21) District.

### **HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for mixed-use development up to six storeys in height.
- The proposal represents an appropriate increase in height and development intensity near the future 40 Avenue N Green Line LRT Station and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and *North Hill* Communities Local Area Plan (LAP).
- What does this mean to Calgarians? This application would provide commercial opportunities near a future Green Line LRT Station and enable transit-oriented development.
- Why does this matter? The proposal would allow for increased intensity within walking distance of transit and provides for a more efficient use of existing infrastructure and nearby amenities.
- A development permit for eight dwelling units and one commercial retail unit has been submitted and is under review.
- There is no previous Council direction related to this proposal.

#### DISCUSSION

This application, in the northeast community of Highland Park, was submitted by Arbutus Rock Asset Management on behalf of the landowner, 2616169 Alberta Ltd. (Carlin Howden) on 2024 December 16. A development permit (DP2024-05487) for a mixed-use development proposing eight dwelling units and one commercial retail unit was submitted on 2024 July 24 and is under review. The Applicant Submission can be found in Attachment 2.

The site is approximately 0.05 hectares (0.12 acres) in size and is located at the southeast corner of Centre Street N and 40 Avenue NE. It is approximately 250 metres (a four-minute walk) north of the future 40 Avenue N Green Line LRT station. The parcel is currently developed with a single detached dwelling with detached garage and has rear lane access.

CPC2025-0291

Page 2 of 3

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Land Use Amendment in Highland Park (Ward 4) at 4220 Centre Street NE, LOC2024-0307

The proposed Mixed Use - General (MU-1) District provides for commercial and residential uses in street-oriented buildings with either commercial or residential uses at street level and represents an appropriate increase in intensity along an Urban Main Street and within walking distance of transit.

A detailed planning evaluation of the application, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

## **ENGAGEMENT AND COMMUNICATION**

- ☐ Outreach was undertaken by the Applicant
- □ Public/interested parties were informed by Administration

## **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the <u>Applicant Outreach Toolkit</u> to assess which level of outreach with the public/interested parties and the Community Association was appropriate. In response, the applicant discussed the proposal with the Ward 4 Councillor and adjacent neighbours. The Applicant Outreach Summary can be found in Attachment 3.

## **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published <u>online</u>. Notification letters were also sent to adjacent landowners.

No public comments were received at the time of writing this report.

The Highland Park Community Association provided a letter in support on 2025 11 February (Attachment 4) but noted they are unclear whether future development can meet the amenity space and landscaping requirements of the MU-1 District.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building and site design, including landscaping and amenity space, will be reviewed and determined at the development permit stage.

Following Calgary Planning Commission, notification for a Public Hearing of Council for the land use amendment will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

### **IMPLICATIONS**

#### Social

The proposed MU-1f4.0h21 District would provide additional housing choices and commercial amenities which may accommodate the evolving housing needs of different age groups, lifestyles and demographics.

CPC2025-0291

Page 3 of 3

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Land Use Amendment in Highland Park (Ward 4) at 4220 Centre Street NE, LOC2024-0307

## **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050.* Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

#### **Economic**

The proposed land use would provide for additional commercial uses in the community and allow for a more efficient use of land, services and existing infrastructure.

## **Service and Financial Implications**

No anticipated financial impact.

#### RISK

There are no known risks associated with this proposal.

### **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Applicant Outreach Summary
- 4. Community Association Response
- 5. Proposed Bylaw 73D2025

**Department Circulation** 

General Manager (Name)	Department	Approve/Consult/Inform

## **Background and Planning Evaluation**

## **Background and Site Context**

The subject site is in the community of Highland Park at the southeast corner of Centre Street N and 42 Avenue NE. The site is approximately 0.05 hectares (0.12 acres) in size and is approximately 15 metres wide by 36 metres deep. It is currently developed with a single detached dwelling and detached garage with vehicular access from the lane.

Lands to the north, south and east are designated Residential – Grade-Oriented Infill (R-CG) District and are characterized by single detached dwellings. Lands across the street to the west and northwest are designated Mixed Use – General (MU-1f4.0h21) District and are characterized by single detached dwellings and a single-storey commercial building. Lands to the southeast are designated Multi-Residential – High Density Low Rise (M-H1) District where a new assisted living facility is currently under development. Lands designated Mixed Use – Active Frontage (MU-2f5.0h40) District are located on the east side of Centre Street N between 40 Avenue NE and 41 Avenue NE.

The site is within the future 40 Avenue N Green Line LRT Station area and bus rapid transit (BRT) service currently operates on Centre Street N. BRT stops are located approximately 250 metres (a four-minute walk) south of the site at Centre Street N and 40 Avenue N.

## Community Peak Population Table

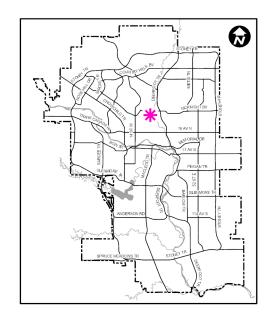
As identified below, the community of Highland Park reached its peak population in 1969.

Highland Park		
Peak Population Year	1969	
Peak Population	4,875	
2019 Current Population	3,838	
Difference in Population (Number)	-1,037	
Difference in Population (Percent)	-21.27%	

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained online through the Highland Park community profile.

# **Location Maps**









## **Previous Council Direction**

None.

## **Planning Evaluation**

### **Land Use**

The existing R-CG District allows for a range of low-density housing forms such as single detached, semi-detached, duplex dwellings, townhouses and rowhouses. The R-CG District allows for a maximum building height of 11 metres and a maximum density of 75 dwelling units per hectare, which would allow for four units here.

The MU-1 District is intended to accommodate residential and commercial uses at grade facing the commercial street and allows for a mix of residential and commercial uses in the same building.

The proposed MU-1f4.0h21 District would allow for a maximum floor area ratio of 4.0 which equates to a building floor area of approximately 2,156 square metres. The proposed 21 metre building height would allow for approximately six storeys. The provision of both residential and commercial uses at grade and proposed 21 metre maximum height represents a gentle transition from higher-intensity, active frontage parcels located to the south of 41 Avenue NE.

## **Development and Site Design**

The rules of the proposed MU-1f4.0h21 District would provide guidance for development of the site, including appropriate uses, building height, landscaping, parcel coverage and parking. Other key factors that are being considered during the review of the development permit application include the following:

- building massing adjacent to low density residential parcels;
- façade treatment along Centre Street N:
- · shadowing, overlooking and privacy; and
- residential amenity space.

While the proposed floor area ratio of 4.0 and maximum building height of 21 metres provide for an appropriate intensification of this site along an Urban Main Street, the MU-1 District rules will mitigate the increase in building height through required stepbacks on sites located adjacent to low density residential land and allow for a transitional building height.

A 3.048 metre public realm setback also applies to this section of Centre Street N. These setbacks are intended to accommodate public realm improvements, pedestrian environment improvements, and context specific mobility improvements. While there is no front setback requirement in the MU-1 District, all future development would be set back 3.048 metres from the existing front property line to accommodate the required public realm setback. This would be reviewed as part of the development permit stage.

## **Transportation**

Pedestrian access to the site is provided by public sidewalks on Centre Street N and 42 Avenue NE. Existing on-street bikeways along 41 Avenue NE and 1 Street NE form part of the Always Available for All Ages and Abilities (5A) Network. There are existing pathways on 41 Avenue NE and 1 Street NE. A park to the northeast contains a pathway, providing pedestrian access to Edmonton Trail NE.

The site is located on the Primary Transit Network along Centre Street N and is approximately 150 metres (a three-minute walk) south of transit stops serving Route 3 (Sandstone/Elbow Dr SW) northbound and southbound. The site is 250 metres (a four-minute walk) from bus rapid transit (BRT) stops on Centre Street N, serving Route 300 (BRT Airport/City Centre), Route 301 (BRT North/City Centre), Route 62 (Hidden Valley Express), Route 64 (MacEwan Express), Route 109 (Harvest Hills Express), Route 116 (Coventry Hills Express), Route 142 (Panorama Express) and Route 3 (Sandstone/Elbow Dr SW). The site is also approximately 250 metres (a four-minute walk) north of the future 40 Avenue N Green Line LRT Station.

Access to the site will be from the lane and will be confirmed at the time of the development permit. Street parking is not permitted on this section of Centre Street N but is available adjacent to the subject site on 42 Avenue NE.

A Transportation Impact Assessment was not required as part of this application.

### **Environmental Site Considerations**

No environmental concerns were identified. An Environmental Site Assessment was not required as part of this application.

## **Utilities and Servicing**

Water, sanitary sewer and storm sewer are available to service the subject site. Details of site servicing and appropriate stormwater management will be considered and reviewed as part of the development permit stage.

## Legislation and Policy

## South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

## Municipal Development Plan (Statutory – 2009)

The site is within the Urban Main Street land use typology as identified on Map 1: Urban Structure of the <u>Municipal Development Plan</u> (MDP). Urban Main Streets provide for a high level of residential and employment intensification along Urban Boulevards and emphasize a walkable pedestrian environment fronted by a mix of higher intensity residential and business uses.

The MDP seeks to direct a greater share of new growth to Main Streets and to optimize population and job growth within walking distance of transit. The proposed land use amendment is in keeping with the overall policy objectives of the MDP.

## Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the <u>Calgary Climate Strategy – Pathways to 2050</u>. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

## **North Hill Communities Local Area Plan (Statutory – 2021)**

The site is within the Neighbourhood Commercial urban form category as identified on Map 3: Urban Form of the *North Hill Communities Local Area Plan* (LAP). Neighbourhood Commercial areas encourage street-oriented buildings that support commercial uses on the ground floor facing the higher activity street with a range of uses integrated behind or located above.

The site also has a Low building scale modifier as identified on Map 4: Building Scale. Low scale areas allow for developments up to six storeys and are typically characterized by apartments, stacked townhouses, mixed-use and industrial buildings.

The site is also along an Urban Main Street and within the 40 Avenue Transit Station Area, where high-quality, pedestrian oriented development is encouraged. The proposed MU-1f4.0h21 District is in keeping with the overall policy objectives of the LAP and allows for a greater intensity and variety of uses along Centre Street N.

## **Applicant Submission**

2024 December 5 Company Name (if applicable): LOC Number (office use only): Arbutus Rock Asset Management Inc. Applicant's Name: Carlin Howden Date: Dec 05 2024 This application submission is to accommodate Commercial Facing Center, Street and an additional eight units of residential on the property.€ We are requesting redesignation to MU one to comply with the community master plan and what the city of Calgary is looking for as well.

# **Applicant Outreach Summary**

2024 December 19



# Community Outreach on Planning & Development Applicant-led Outreach Summary

Calgary   Calgary	Applicant-led Outleach Summary					
Please complete this form and include with your application submission.						
Project name: Empire Sui	te's					
Did you conduct community	outreach on your application? X YES or NO					
If no, please provide your rationale for why you did not conduct outreach.						
Outreach Strategy Provide an overview of your	outreach strategy, summary of tactics and techniques you					
undertook (Include dates, locations, # of participants and any other relevant details)						
	se sure he supported our development and he advised us it complied with the community king for. We also spoke to the neighbours and they liked what we are looking to build on 4220 Center street.					

#### **Affected Parties**

Who did you connect with in your outreach program? List all groups you connected with. (Please do not include individual names)

Sean Chu, City of Calgary, neighbuors behind and beside 4220 ceter street.

calgary.ca/planningoutreach



# Community Outreach for Planning & Development Applicant-led Outreach Summary

#### What did you hear?

Provide a summary of main issues and ideas that were raised by participants in your outreach.

Tere was no real concerns brought up. Everyone seemed to like the fact we were considering them and the community.

#### How did input influence decisions?

Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

We added a additional parking space and understand what the poeple in the area would like for the commercial space.

#### How did you close the loop?

Provide a summary of how you shared outreach outcomes and final project decisions with those who participated in your outreach. (Please include any reports or supplementary materials as attachments)

calgary.ca/planningoutreach

## Community Association Response



February 11, 2025

Circulation Control, Planning and Development City of Calgary Attn: Dallen Osachuk, File Manager

#### RE: LOC2024-0307 4220 Centre Street NE

The application is for a land use change from R-CG to MU-1f4h23. The parcel is a typical 15.24 x 35.36 m (50 x 116 ft) property fronting Centre Street. Centre Street is a Calgary 'Main Street' and is also designated Neighbourhood Commercial in the North Hill Communities Local Area Plan with a Low building scale (up to 6 storeys). The surrounding properties are older low rise residential and there is a 1-storey strip mall kitty-corner across Centre Street. The purpose of the land use change application is to permit the construction of a 4-unit rowhouse with 4 suites and an adjoining commercial space facing Centre Street. The rowhouse units will be accessed from 42 Avenue NE [See DP2024-05487].

The multi-use building envisioned in DP2024-05487 offers a transition from the existing low-rise buildings on Centre Street even though the long-term vision for Centre Street is of taller buildings with higher density and more commercial activity. The height limiter and FAR specified in the land use change application exceed the height and density of the multi-use structure proposed in DP2024-05487. We are also unclear whether or not the project envisioned in that Development Permit application will conform to MU-1 requirements for amenity space or landscaping. This leads us to wonder if the Development Permit application will be significantly amended to better align with the North Hill Communities Local Area Plan vision and better conform to what is allowed and required under MU-1.

In general, we do not object to a land use change to MU-1 which enables both commercial and residential redevelopment on this section of Centre Street. The North Hill Communities Local Area Plan lays out a vision for the next 25 - 30 years. The project in question is a step towards that long-term goal. We look forward to seeing what amendments to the Development Permit application will be forthcoming, if any are required.

If you have any questions, please do not hesitate to contact me at development@hpca.ca

Thank you.

D. Jeanne Kimber

Dogeanne Kirber

Development Director on behalf of the Planning and Development Committee

**Highland Park Community Association** 



CPC2025-0291 ATTACHMENT 5

#### **BYLAW NUMBER 73D2025**

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2024-0307/CPC2025-0291)

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

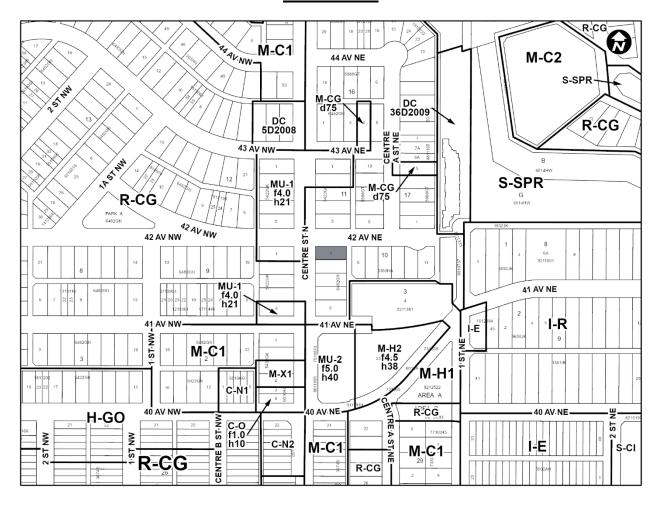
  CITY CLERK

SIGNED ON \_\_\_\_\_



#### AMENDMENT LOC2024-0307/CPC2025-0291 BYLAW NUMBER 73D2025

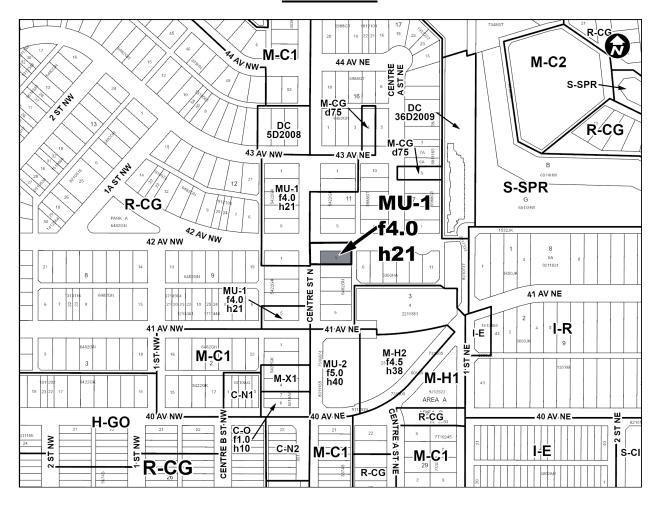
#### **SCHEDULE A**





#### AMENDMENT LOC2024-0307/CPC2025-0291 BYLAW NUMBER 73D2025

#### **SCHEDULE B**



Planning and Development Services Report to Calgary Planning Commission 2025 March 27

ISC: UNRESTRICTED CPC2025-0319
Page 1 of 3

# Land Use Amendment in Highland Park (Ward 4) at multiple addresses, LOC2024-0177

#### **RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.22 hectares ± (0.55 acres ±) located at 119, 123, 127 and 131 – 41 Avenue NW (Plan 6482GN, Block 2, Lots 18 to 21) from Multi-Residential – Contextual Low Profile (M-C1) District to Multi-Residential – High Density Low Rise (M-H1f3.0h23d270) District.

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MARCH 27:

That Council give three readings to **Proposed Bylaw 75D2025** for the redesignation of 0.22 hectares ± (0.55 acres ±) located at 119, 123, 127 and 131 – 41 Avenue NW (Plan 6482GN, Block 2, Lots 18 to 21) from Multi-Residential – Contextual Low Profile (M-C1) District to Multi-Residential – High Density Low Rise (M-H1f3.0h23d270) District.

#### **HIGHLIGHTS**

- This application seeks to redesignate the subject site to accommodate multi-residential development up to six storeys in height.
- The proposal would allow for an appropriate level of density in close proximity to an
  Urban Main Street and the Primary Transit Network and is in keeping with the applicable
  policies of the *Municipal Development Plan* (MDP) and *North Hill Communities Local*Area Plan (LAP).
- What does this mean to Calgarians? The proposed Multi-Residential High Density Low Rise (M-H1f3.0h23d270) District would allow for greater housing choice within the community and a more efficient use of existing infrastructure, amenities and transit.
- Why does this matter? The proposal would allow for more housing options that may better accommodate the evolving needs of different age groups, lifestyles and demographics.
- No development permit has been submitted at this time.
- There is no previous Council direction related to this proposal.

#### DISCUSSION

This land use amendment, in the northwest community of Highland Park, was submitted by Goldmark Homes on behalf of the landowners, Raymond Smith and Rosina Smith on 2024 July 08. No development permit has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), the proposal is intended to accommodate a six-storey multi-residential development with up to 60 dwelling units.

The approximately 0.22 hectare (0.55 acre) site is comprised of four parcels located on the south side of 41 Avenue NW. It is situated approximately 60 metres (a one-minute walk) west of Centre Street N, an Urban Main Street and part of the Primary Transit Network.

Page 2 of 3

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

# Land Use Amendment in Highland Park (Ward 4) at multiple addresses, LOC2024-0177

A detailed planning evaluation, including location maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

#### **ENGAGEMENT AND COMMUNICATION**

- Outreach was undertaken by the Applicant
- ☑ Public/interested parties were informed by Administration

#### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the <u>Applicant Outreach Toolkit</u> to assess which level of outreach with the public/interested parties and the Community Association was appropriate. In response, the applicant met with the Highland Park Community Association (CA), contacted the Ward 4 Councillor, visited adjacent neighbours to discuss the proposal and distributed postcards to homes along 41 Avenue NW. The Applicant Outreach Summary can be found in Attachment 3.

#### **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published <u>online</u>. Notification letters were also sent to adjacent landowners.

Administration received four letters of opposition and one letter of support from the public. The letters of opposition included the following areas of concern:

- increased traffic and parking issues;
- building height and massing;
- shadowing impacts on neighbouring properties; and
- incompatibility with the existing neighbourhood character.

The letter of support noted that increased density in the area may support expanded commercial amenities within walking distance of residents.

The CA provided letters on 2024 August 13 and 2025 February 03 (Attachment 4), neither supporting nor opposing the application. In their comments, the CA acknowledges that the proposal aligns with the LAP and that the M-H1 District allows for building scale transitions. However, they express concerns about the substantial impact the development could have on the street, questioning the feasibility of a sensitive design in this context. In addition, they note concerns over potential impacts on the community's service infrastructure.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building and site design, number of units and on-site parking will be reviewed and determined at the development permit stage.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the land use amendment will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

Page 3 of 3

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Land Use Amendment in Highland Park (Ward 4) at multiple addresses, LOC2024-0177

#### **IMPLICATIONS**

#### Social

The proposed M-H1f3.0h23d270 District would contribute to the supply of diverse housing options that may better accommodate the needs of different age groups, lifestyles and demographics.

#### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050*. Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

#### **Economic**

The proposal would provide for increased housing choice and diversity in the community and allow for a more efficient use of land, services and existing infrastructure.

#### **Service and Financial Implications**

No anticipated financial impact.

#### RISK

There are no known risks associated with this proposal.

#### **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Applicant Outreach Summary
- 4. Community Association Response
- 5. Proposed Bylaw 75D2025

#### **Department Circulation**

General Manager (Name)	Department	Approve/Consult/Inform

### **Background and Planning Evaluation**

### **Background and Site Context**

The subject site is located in the northwest community of Highland Park on 41 Avenue NW between Centre Street N and 1 Street NW. The mid-block site is comprised of four parcels with a combined area of approximately 0.22 hectares (0.55 acres) and is approximately 61 metres wide by 37 metres deep. The site is currently developed with four single detached dwellings and has lane access along the south property line.

Surrounding development is predominantly low-density single and semi-detached dwellings, with some low-scale multi-residential and commercial developments along portions of 40 Avenue NW and Centre Street N. The block that the subject site is a part of is designated Multi-Residential – Contextual Low Profile (M-C1) District and shares a rear lane with Commercial – Neighbourhood 1 (C-N1) and M-C1 parcels. Parcels along 40 Avenue NW to the west of the site are designated Housing – Grade Oriented (H-GO) District and the majority of land use to the north and west is the Residential – Grade-Oriented Infill (R-CG) District.

The subject site is approximately 60 metres (a one-minute walk) west of Centre Street N, which is identified as an Urban Main Street in the *Municipal Development Plan* (MDP). Buchanan School is located approximately 550 metres (a nine-minute walk) south of the site, and James Fowler High School is approximately 580 metres (a 10-minute walk) to the southwest.

### Community Peak Population Table

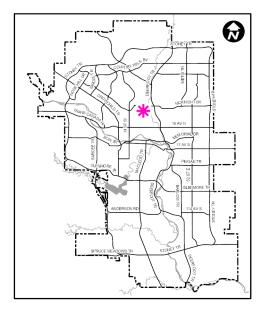
As identified below, the community of Highland Park reached its peak population in 1969.

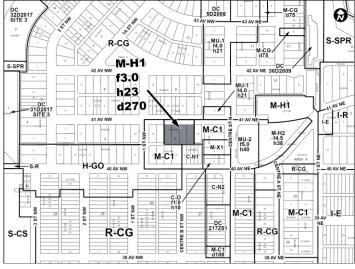
Highland Park		
Peak Population Year	1969	
Peak Population	4,875	
2019 Current Population	3,838	
Difference in Population (Number)	-1,037	
Difference in Population (Percent)	-21.3%	

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained online through the Highland Park Community Profile.

## **Location Maps**









### **Previous Council Direction**

None.

### **Planning Evaluation**

#### **Land Use**

The existing Multi-Residential – Contextual Low Profile (M-C1) District allows for multi-residential development in a variety of forms with low height and medium density. The M-C1 District has a maximum building height of 14 metres (approximately four storeys) and maximum density of 148 units per hectare. Based on the area of the subject site, this would allow for a maximum of 32 dwelling units.

The proposed Multi-Residential – High Density Low Rise (M-H1f3.0h23d270) District allows for high-density multi-residential development and is intended to be located at community nodes, and transit and transportation corridors and nodes. The M-H1 District allows for a maximum floor area ratio (FAR) of 3.0 (approximately 6,684 square metres), a maximum building height of 23 metres (approximately six storeys) and a maximum density of 270 units per hectare. Based on the area of the subject site, this would allow for a maximum of 60 dwelling units. The M-H1 District also has a minimum density requirement of 150 units per hectare, which equates to 34 dwelling units for the subject site.

The M-H1 District has a larger side setback requirement than lower-profile districts as well as a stepped height requirement that responds to the immediate built context. The proposed maximum building height increase is mitigated by the M-H1 District rules which limit the height to 10 metres within 6 metres of adjacent parcels designated as the M-C1 District and the lane.

#### **Development and Site Design**

If approved by Council, the rules of the proposed M-H1f3.0h23d270 District would provide guidance for the future redevelopment of the site including appropriate uses, building height and massing, landscaping and parking. Given the specific context of the site, additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an engaging built interface along 41 Avenue NW;
- mitigating shadowing, overlooking and privacy concerns;
- ensuring adequate supply and programming of amenity areas; and
- providing an appropriate scale transition to adjacent parcels.

#### **Transportation**

Pedestrian access to the site is available from the existing sidewalk on 41 Avenue NW. An existing on-street bike route, signed and part of the current Always Available for All Ages and Abilities (5A) Network, runs along 40 Avenue NW to the south of the site. Centre Street N is a recommended on-street bikeway priority route.

The site has good access to transit service, with routes located along 40 Avenue NW and Centre Street N, which are both part of the Primary Transit Network. Stops for Route 38 (Brentwood Station/Temple) are located on 40 Avenue NW approximately 115 metres (a two-minute walk) of the site. Northbound and southbound routes along Centre Street N are available within 200 metres of the site (a three-minute walk) and include the following:

- Route 3 (Sandstone/Elbow Drive SW);
- Route 62 (Hidden Valley Express);
- Route 64 (MacEwan Express);
- Route 109 (Harvest Hills Express);
- Route 116 (Coventry Hills Express);
- Route 142 (Panorama Express);
- Route 300 (BRT Airport/City Centre); and
- Route 301 (BRT North/City Centre).

On-street parking is unrestricted adjacent to the site on 41 Avenue NW. Upon redevelopment, vehicular access to the site will only be permitted from the rear lane. A Transportation Impact Assessment was not required as part of this application.

#### **Environmental Site Considerations**

No environmental concerns were identified.

#### **Utilities and Servicing**

Water, sanitary and storm services are available to service the subject site. Details of the site servicing, as well as appropriate stormwater management will be considered and reviewed as part of any development permit application.

### Legislation and Policy

#### South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

#### **Municipal Development Plan (Statutory – 2009)**

The subject parcels are located within the Main Streets – Urban Main Street Area as identified on Map 1: Urban Structure in the <u>Municipal Development Plan</u> (MDP). The applicable MDP policies encourage redevelopment and intensification around Urban Main Streets to make more efficient use of existing infrastructure, public amenities and transit service. Apartments, mixeduse developments and ground-oriented housing are encouraged. The proposal is in keeping with relevant MDP policies, as it would allow for increased residential density at an important transit node and supports the future development vision of the Main Street area.

#### Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the <u>Calgary Climate Strategy – Pathways to 2050</u>. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

#### North Hill Communities Local Area Plan (Statutory – 2021)

The <u>North Hill Communities Local Area Plan</u> (LAP) identifies the subject site as being part of the Neighbourhood Local urban form category with a Low building scale modifier allowing up to six storeys. Neighbourhood Local is intended for primarily residential uses and supports a broad range of housing types and unit structures. Buildings containing three or more units should be supported within transit station areas, near or adjacent to a Main Street, and where the parcel has a rear lane and parking can be accommodated on site.

The site is located within the Transition Zone of the 40 Avenue N Station Area, the northernmost Green Line LRT station outlined in the LAP. This area is one of the most intensively planned in the LAP, outside of 16 Avenue N. The proposed land use amendment is in alignment with the applicable policies of the LAP, as it would allow for transit-supportive density and an appropriate scale transition from the higher-activity Core Zone to low-density areas.

## **Applicant Submission**

10/06/2024

Company Name (if applicable):	LOC Number (office use only):
Goldmark Homes	
Applicant's Name:	· ·
Ray Smith	
Date:	

Goldmark is proposing a land use change from M-C1 to M-H1 to accommodate a 6 story multi-residential high density build which would include 60 dwelling units. The proposal aligns with the North Hill LAP, the Calgary Housing Strategy and transit oriented development.

This block on 41st Ave has a "transitional" designation within the LAP, and this level of intensification is a much needed requirement to address the present housing and rental crisis. This building would include 2 and 3 bedroom units to accommodate families and continue to maintain the community context. The build would utilize common sense energy efficient elements in order to accommodate emissions regulations and the Calgary Climate Strategy. It would allow for more housing options that may better accommodate the changing needs of various age groups, lifestyles and demographics.

In terms of affordability, this build would provide more rental opportunities in the Community and is very close to services and transit on Centre Street. We did approach the neighbor to the east about purchasing their property for a larger consolidated site, but they had no interest in our proposal. Because these lots back on to commercially zoned properties, impacts to the south would be minimal.

### **Applicant Outreach Summary**

Highland Manor 119, 123, 127, 131 41<sup>st</sup> Ave. N.W., Calgary Goldmark Homes Ltd. 403-547-0891

Jan. 23, 2025

#### Outreach overview

We initially contacted the Highland Park Community Association in June of 2021 to provide a high level understanding of our proposal. From there a zoom meeting was arranged to discuss the project in more detail and on July 9, 2021 (after the zoom meeting) we received an email from the Association stating that in their opinion a 6-story, 60 unit apartment building was not well suited to these parcels. It stated that they would like to see more 'family-oriented' redevelopment. They felt that constructing rowhouses would accomplish this objective.

We contacted the Association again on April 1, 2024. The housing context from 2021 to 2024 had significantly changed and housing supply became a critical issue. A zoom meeting was scheduled for April 25<sup>th</sup> where we provided a detailed overview of what we were proposing to the Highland Community Association directors. We then followed up on April 26<sup>th</sup>, addressing and answering all questions and concerns that they had requested during the zoom meeting. The email received from the Association stated that they appreciated Goldmark Homes taking an open approach. They asked us to advise them once the application was submitted, and we did. We also followed up with another email on Jan. 22, 2025 requesting feedback and await their response.

In 2021 and 2024 we also contacted Councillor Chu to advise him of the project and to get his feedback. We had a zoom meeting with him on May  $23^{rd}$ , 2024 at which time we provided a detailed overview of the project. He reserved any feedback until he spoke to the community. We followed up with another email as of Jan. 22, 2025 requesting feedback. We received a return email from Councillor Chu on Jan. 23 with the understanding that as a Council member he must remain neutral on any land use application before Council.

In September 2024, we walked the neighborhood and knocked on doors to provide verbal information and gain feedback. We spoke with those that would engage and that included the owners/renters at 115, 118, 132, 136, and 139 41st Ave. and received a mix of responses to the project.

On Saturday, January 11, 2025, we distributed a flyer/postcard providing an overview of the project, a concept drawing of the lot with landscaping, parking etc and provided our name and number for anyone that would like to email or phone and provide a comment. We distributed the flyers on both sides of 41<sup>st</sup> Ave. and on the lots directly behind 41<sup>st</sup> Avenue on 40<sup>th</sup> Avenue. To date we received one comment and have followed up with a response.

#### How did people hear about outreach opportunities?

As mentioned above, we emailed, called and followed up with zoom meeting with the Highland Park Association. We continue to update and await their response. The same method was used with Councilor Chu. With the neighborhood, we directly called the owner at 115, we knocked on doors and followed up with

Highland Manor 119, 123, 127, 131 41<sup>st</sup> Ave. N.W., Calgary Goldmark Homes Ltd. 403-547-0891

Jan. 23, 2025

a flyer/postcard providing information on the project and including a phone number and email for comments. We also responded to the one email we received.

#### What we asked

Everyone we engaged with, either by phone, email or through the postcard/flyer – we asked that they provide comments and feedback.

#### What we heard

To date neither the Highland Park Association nor Councillor Chu have provided additional feedback or comments. Under the 'Outreach Overview' we identify exactly what we heard.

Of the three people that we heard from that opposed the application – the following is what we heard:

- traffic issues
- shading
- street parking

#### **Next steps**

The City of Calgary will see the input through this report. We will share the input with the Highland Park Association and with Councillor Chu should we receive any communication from them. We have continued to solicit input from both those contexts. If City Council decides to approve, we will communicate the decision with community members and stakeholders.

## Community Association Response



Highland Park Community Association 3716 2<sup>nd</sup> St. NW Calgary, AB T2K 0Y4

August 13, 2024

Circulation Control, Planning and Development City of Calgary Attn: Callen Strang, File Manager

RE: LOC2024-0177 119 – 131 41 Avenue NW

The application referenced above is for a land use change from M-C1 to M-H1f3d270 for 4 parcels along 41 Avenue NW. The properties are just off of Centre Street. There are existing older bungalows at either end of the block. Behind the proposed development is the laneway separating the properties from the commercial and residential developments along the north side of 40 Avenue NW. These structures are all low rise. The developer's intention is to build a 6-storey, 60-unit apartment building containing mostly 2- and 3-bedroom units. M-H1 allows for 4-8 storey buildings with a maximum FAR of 4.0 and a maximum building height of 26 m.

First, we commend the applicant for their previous engagement with the Planning and Development Committee of the Highland Park Community Association. Second, we recognize that the parcels in question were designated with a Low (up to 6-storeys) building scale in the *North Hill Communities Local Area Plan (NHCLAP)*, although they are still considered Neighbourhood Local. The middle of the block is roughly a 230m walk to the southbound buses at 40 Avenue and Centre Street. Centre Street is a Calgary Main Street and the intersection with 40 Avenue is a transit hub. When the *NHCLAP* was approved, the Green Line North was still a viable project and 40 Avenue was to be a station on the line. The concept of TOD was based on light rail station stops, and although the intersection is still a transit hub, the idea of TOD might no longer apply. Regardless, higher housing density around the hub is appropriate, and agrees with the often-expressed view that transportation "nodes and corridors" are the most appropriate places for higher density. The parcels under review are within range of the Centre Street corridor and 40 Avenue node although they are not exactly on the corridor or at the actual node.

Members of the Planning and Development Committee are not wholly in agreement on the proposed density cap of 270. While an apartment building is generally seen as desirable, there is some controversy over the proposed 6-storey height. In addition to the older bungalows at either end of the block there are bungalows and newer semi-detached houses immediately across the avenue. The intrusion of a 6-storey building into this setting would be an anomaly. Even the apartment buildings on 17 Avenue NW that back onto 16 Avenue are usually only 4-storeys in height. It is acknowledged that M-H1 does provide for stepped building height transitions when adjacent to low density residential (max. height is 16 m within 6 m of the shared property line.)

The current land use of M-C1 would allow for a 4-storey apartment building with a maximum height of 14.0 m and a maximum density of 148 uph. We concur that M-H1 is perhaps a more suitable land use designation for this location, but we ask the applicant to reconsider the FAR and density limiters

currently proposed by the application to ensure an optimum integration into the community. M-H1 is considered a high density land use district, whereas the surrounding properties are low density residential.

If you have any questions, please do not hesitate to contact me at <a href="mailto:development@hpca.ca">development@hpca.ca</a>

Thank you.

D. Jeanne Kimber

Dogeanse Kriber

Development Director on behalf of the Planning and Development Committee

**Highland Park Community Association** 



February 3, 2025

Circulation Control, Planning and Development City of Calgary Attn: Callen Strang, File Manager

#### RE: LOC2024-0177 119 - 131 41 Avenue NW

The HPCA Planning and Development Committee first responded to Land Use Change application LOC2024-0177 in August 2024. The site under consideration is in close proximity to transit on Centre Street and 40 Avenue NW. Prior to the decision on the alignment of the Green Line North, a public charrette was held in which residents agreed in principle to increased housing density and commercial development in the immediate surrounding area. In line with the results of the charrette, the building scale factor in the *North Hill Communities Local Area Plan* for this block shows a Low building scale of up to 6 storeys. Even if the Green Line North is never built, the intersection at 40 Avenue and Centre Street is a transit hub. In lieu of the Green Line North there have been some road and transit upgrades along Centre Street recently.

Our original letter contended that a 6-storey building would be incongruous in its immediate surroundings. Section 2.2.1.4.d of the *North Hill Communities Local Area Plan* states that for Neighbourhood Connector and Neighbourhood Local Streets "Development in Neighbourhood Connector and Neighbourhood Local areas should:

- " i. consider the local built form context;
- ii. be oriented towards the street;
- iii. consider shadowing impact on neighbouring properties; and,
- iv. provide access to off-street parking..."

Certainly an apartment building would be oriented towards the street and would provide access to off-street parking. However, the local built form context is low rise and low density. The envisioned apartment building would be sandwiched in-between older bungalows. Immediately behind the project site are low rise buildings including a 1-storey commercial building, a 1-storey office building, Tim Horton's, a 2-storey apartment building and a few older bungalows. There is nothing in the immediate surroundings that would mitigate the impact of inserting a 6-storey structure amongst all these low rise buildings. We realize that this will inevitably change over time but when is not known. The *North Hill Communities Local Area Plan* is intended to guide future development over the next 25 to 30 years. Developments currently proposed, approved or underway along 40 Avenue NW are in the form of 2-3

storey rowhouses and townhomes. Broadly speaking, large-scale developments like the imagined apartment building are encouraged for Centre Street, which is a designated urban Main Street. In general, residents prefer higher density along the "nodes and corridors", not on residential side streets.

Because the land use change would support such a significant building project, we encourage the applicant to hold an open house for all residents and make concept drawings available. Better yet would be the provision of some architectural drawings. There should also be shadow studies showing how a building of this height - even with the stepped profile - impacts the neighbouring properties, both adjacent and across the street. We also suggest that this information be posted on the applicant's Goldmark Homes website (https://goldmarkhomes.ca/) so that it is made available to the public.

One neighbour has submitted concerns about the shadowing impact of a 6-storey building on their house as well as the amount of traffic that would be generated on that block of 41 Avenue NW. Another resident also raised concerns about traffic on the avenue. As an older community we are always concerned that the increase in housing density will overtax our aging infrastructure. The HPCA Planning and Development Committee has queried the state and capacities of the civic infrastructure whenever there is a rowhouse or townhome complex considered for development. There will be large impacts to the civic infrastructure due to the construction of the Wing Kei care facilities on the northeast corner of Centre Street and 41 Avenue NE. Therefore, the city should be considering what additional impacts a large residential development would have on the infrastructure even before the land use is changed. If factors such as infrastructure capacities constrain what can be built on a parcel, then the developers should be aware of those constraints before expending time and financial resources on the land use redesignation process.

Again, it is understood that the current application is for a change in the land use, not a Development Permit application. Regardless, there has to be a justification for going through the process to change the land use from M-C1 – which allows for 3 or 4 storey apartment buildings – to M-H1 to permit a taller building with greater density. The Goldmark Homes website shows that the company's experience is primarily with single, semi-detached and rowhouses, so it is surprising that Goldmark Homes would contemplate something on a much larger scale.

If you have any questions, please do not hesitate to contact me at development@hpca.ca

Thank you.

D. Jeanne Kimber

Dogeanne Kriber

Development Director on behalf of the Planning and Development Committee

**Highland Park Community Association** 



CPC2025-0319 ATTACHMENT 5

#### **BYLAW NUMBER 75D2025**

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2024-0177/CPC2025-0319)

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

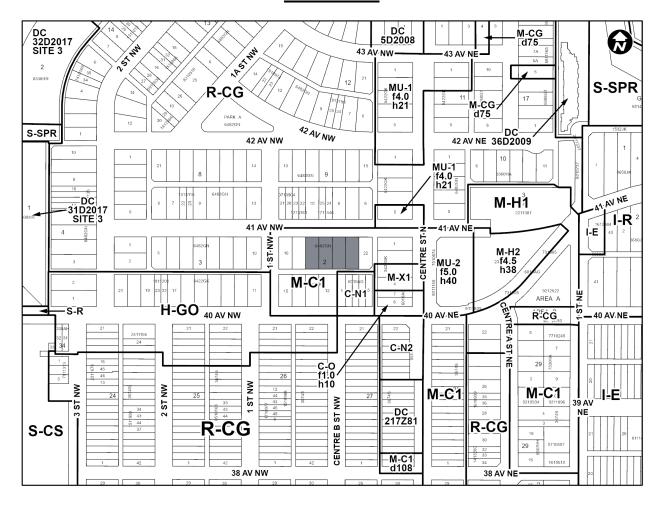
  CITY CLERK

SIGNED ON \_\_\_\_\_



#### AMENDMENT LOC2024-0177/CPC2025-0319 BYLAW NUMBER 75D2025

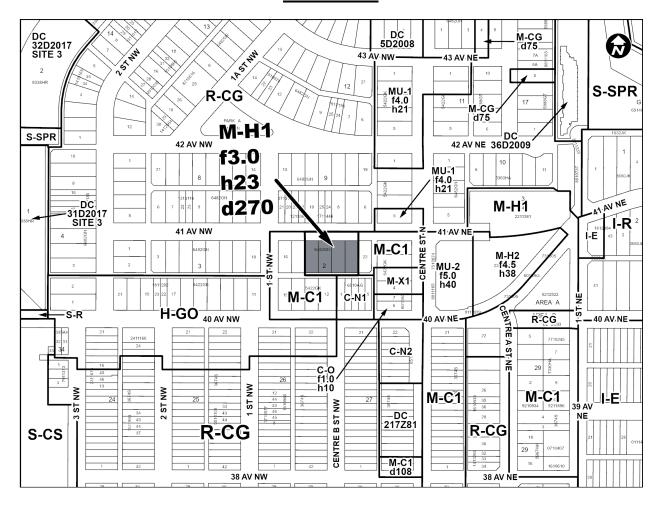
#### **SCHEDULE A**





#### AMENDMENT LOC2024-0177/CPC2025-0319 BYLAW NUMBER 75D2025

#### **SCHEDULE B**



Planning and Development Services Report to Calgary Planning Commission 2025 March 27

ISC: UNRESTRICTED CPC2025-0320 Page 1 of 4

# Land Use Amendment in Sunnyside (Ward 7) at multiple addresses, LOC2024-0126

#### **RECOMMENDATION:**

That Calgary Planning Commission recommend that Council:

Give three readings to the proposed bylaw for the redesignation of 0.080 hectares ± (0.2 acres ±) located at 122, 124 and 126 – 10 Street NW (Plan 2448O, Block 1, Lots 4, 5 and 6) from Commercial – Corridor 1 f2.8h13 (C-COR1f2.8h13) District to Mixed Use – Active Frontage (MU-2f7.0h40) District.

# RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2025 MARCH 27:

That Council give three readings to **Proposed Bylaw 76D2025** for the redesignation of 0.080 hectares ± (0.2 acres ±) located at 122, 124 and 126 – 10 Street NW (Plan 2448O, Block 1, Lots 4, 5 and 6) from Commercial – Corridor 1 f2.8h13 (C-COR1f2.8h13) District to Mixed Use – Active Frontage (MU-2f7.0h40) District.

Excerpt from the Minutes of the Regular Meeting of the Calgary Planning Commission, 2025 March 27:

"The following documents were distributed with respect to Report CPC2025-0320:

- Revised Attachment 5; and
- A presentation entitled "LOC2024-0126 / CPC2025-0320 Land Use Amendment"."

#### **HIGHLIGHTS**

- This application seeks to redesignate the subject site to allow for a mixed use development with commercial storefronts facing 10 Street NW and a mix of commercial and residential uses above.
- The proposal allows for an appropriate building form and set of uses along the 10 Street NW Neighbourhood Main Street and is in keeping with the applicable policies of the *Municipal Development Plan* (MDP) and the *Riley Communities Local Area Plan* (LAP).
- What does this mean to Calgarians? This application would provide more housing
  options for inner city living with access to sustainable transportation modes, would
  enable a greater range of retail and commercial development along 10 Street NW and
  would allow for more efficient use of existing infrastructure.
- Why does this matter? The proposal would enable additional commercial and employment opportunities that may further activate one of Calgary's most vibrant Main Streets.
- No development permit has been submitted at this time.
- There is no previous Council direction regarding this proposal.

#### DISCUSSION

This application, in the northwest community of Sunnyside, was submitted by Quantum Place Developments Limited on behalf of the landowner, Terrigno Investments Incorporated, on 2024

Page 2 of 4

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

# Land Use Amendment in Sunnyside (Ward 7) at multiple addresses, LOC2024-0126

May 9. No development permit application has been submitted at this time; however, as noted in the Applicant Submission (Attachment 2), the applicant intends to build a 10-12 storey mixed use building in the future.

The subject site lies on the eastern side of 10 Street NW, approximately 125 metres north of the intersection with Memorial Drive NW. The proposed MU-2 District is designed to accommodate a mix of residential and commercial uses along commercial streets, with commercial the dominant use at grade. This is intended to promote activity at street level. Land Use Bylaw 1P2007 notes that the MU-2 District is appropriate where a LAP supports this land use.

The 0.08 hectare site is directly adjacent to a northbound bus stop for Route 4 – Huntington and opposite 10 Street SW from a southbound stop for Route 5 – North Haven. Hillhurst/Sunnyside LRT Station is approximately 400 metres (a six-and-a-half minute walk) north of the site.

A detailed planning evaluation of the application, including maps and site context, is provided in the Background and Planning Evaluation (Attachment 1).

#### **ENGAGEMENT AND COMMUNICATION**

- ☐ Outreach was undertaken by the Applicant
- □ Public/interested parties were informed by Administration

#### **Applicant-Led Outreach**

As part of the review of the proposed land use amendment application, the applicant was encouraged to use the <u>Applicant Outreach Toolkit</u> to assess which level of outreach with the public/interested parties and respective community association was appropriate. In response, the applicant: attended a meeting with the Hillhurst/Sunnyside Community Association on 2024 April 4, established a project website, placed information signage on site, held a virtual open house on 2024 June 6, and delivered hard copy and digital postcards to adjacent landowners, including multi-residential buildings. The Applicant Outreach Summary can be found in Attachment 3 and their "What We Heard" report in Attachment 4.

#### **City-Led Outreach**

In keeping with Administration's practices, this application was circulated to the public/interested parties, notice posted on-site and published <u>online</u>. Notification letters were sent to adjacent landowners.

Administration received 16 letters of opposition from the public. The letters of opposition included the following areas of concern:

- proposed building height;
- loss of neighbourhood character;
- increase in traffic;
- shadowing impacts; and
- increase in density.

Page 3 of 4

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

# Land Use Amendment in Sunnyside (Ward 7) at multiple addresses, LOC2024-0126

In response to Council's approval of the *Riley Communities Local Area Plan* (LAP) on 2025 April 4, the Hillhurst/Sunnyside Community Association (CA) provided an email (Attachment 5), where it expressed the following concerns with the land use proposal:

- given parcel size and proposed height, there may be massing impacts with adjacent properties;
- request for a concurrent development permit application;
- different maximum heights between the LAP and Land Use Bylaw; and
- adverse impact on existing heritage context.

The CA also noted the following benefits:

- opportunity to increase housing options close to the LRT; and
- the positive contribution that the MU-2 District would have by providing active uses and vibrancy at street level.

Administration considered the relevant planning issues specific to the application and has determined the proposal to be appropriate. The building and site design, number of units and parking will be determined at the development permit stage.

Following Calgary Planning Commission, notifications for a Public Hearing of Council for the land use amendment will be posted on-site and mailed to adjacent landowners. In addition, Commission's recommendation and the date of the Public Hearing will be advertised.

#### **IMPLICATIONS**

#### Social

The proposed application enables the continuation of development in the community of Sunnyside. The development of this site may enable a more efficient use of land and infrastructure and support surrounding land uses and amenities while introducing the location of additional amenities for the community and greater area.

#### **Environmental**

This application does not include any actions that specifically address the objectives of the *Calgary Climate Strategy – Pathways to 2050.* Further opportunities to align future development on this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

#### **Economic**

The ability to develop a 12-storey mixed-use development may help support the transit-oriented development node around the existing Hillhurst/Sunnyside LRT Station. In addition, commercial and retail opportunities will increase the goods and services offered in Hillhurst as well as provide potential employment opportunities.

ISC: UNRESTRICTED

Planning and Development Services Report to Calgary Planning Commission 2025 March 27

Page 4 of 4

# Land Use Amendment in Sunnyside (Ward 7) at multiple addresses, LOC2024-0126

#### **Service and Financial Implications**

No anticipated financial impact.

#### **RISK**

There are no known risks associated with this proposal.

#### **ATTACHMENTS**

- 1. Background and Planning Evaluation
- 2. Applicant Submission
- 3. Applicant Outreach Summary
- 4. Applicant What We Heard Report
- 5. Community Association Response
- 6. Proposed Bylaw 76D2025

**Department Circulation** 

General Manager (Name)	Department	Approve/Consult/Inform

### **Background and Planning Evaluation**

### **Background and Site Context**

The subject site is located in the community of Sunnyside, on the east side of 10 Street NW and north of Kensington Road NW. The site is approximately 0.08 hectares (0.2 acres) in size, measuring approximately 22 metres wide by 37 metres deep. The site fronts 10 Street NW and has rear lane access.

Surrounding development is characterized by the commercial retail nature of 10 Street NW, with the east side of the street designated as the Commercial – Corridor 1 (C-COR1) District and the west side as Direct Control (DC) Districts based on C-COR1 and Mixed Use – Active Frontage (MU-2) Districts. To the rear of the site, opposite the lane, the land uses are generally multi-residential in nature with Multi-Residential – Contextual Medium Profile (M-C2) District and a DC District based on the Multi-Residential – High Density Medium Rise (M-H2) District.

### Community Peak Population Table

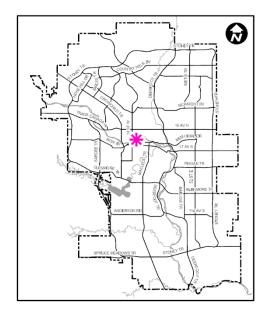
As identified below, the community of Sunnyside reached its peak population in 2015.

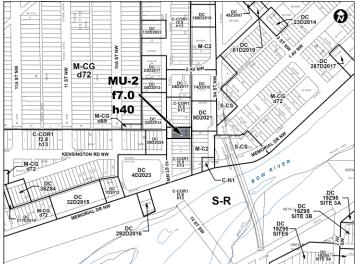
Sunnyside		
Peak Population Year	2019	
Peak Population	4,230	
2019 Current Population	4,230	
Difference in Population (Number)	0	
Difference in Population (Percent)	0%	

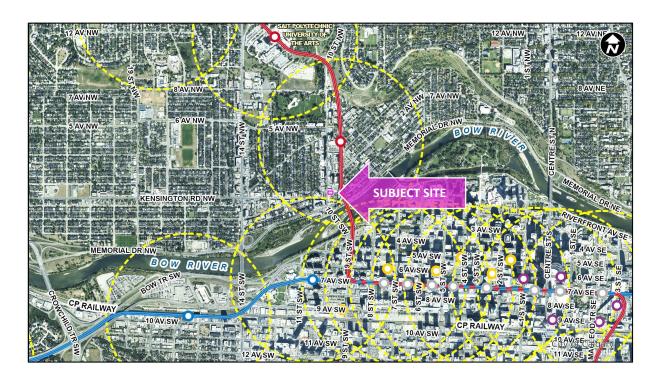
Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained online through the Sunnyside Profile.

## **Location Maps**









### **Previous Council Direction**

None.

### **Planning Evaluation**

#### **Land Use**

The existing Commercial – Corridor 1 f2.8h13 (C-COR1f2.8h13) District is typified by street-oriented buildings consisting of ground floor commercial development, with office and residential uses above. The C-COR1 District recognizes varying heights and densities of buildings, applied through modifiers.

The proposed Mixed Use – Active Frontage (MU-2f7.0h40) District allows street-oriented developments with opportunities for a mix of residential and at-grade commercial uses and provides compatible transition with surrounding development. The proposed land use requires at-grade commercial uses to promote street level activity.

The proposed district would also allow for a maximum floor area ratio (FAR) of 7.0 which equates to a building floor area of approximately 5,600 square metres. While the proposed height is taller than surrounding land uses allow, the application is in alignment with the *Riley Communities Local Area Plan* (LAP) which allows up to 12 storeys (or 40 metres) in this location.

#### **Development and Site Design**

If approved by Council, the rules of the MU-2 District would provide guidance for any future development of the site. A discretionary use development permit would be required to establish the parameters of future development, including external appearance, scale, massing, height, any required step-backs, parking and landscaping.

#### **Transportation**

The area is well served by Calgary Transit. There are bus stops on 10 Street NW, approximately 5 metres (less than a minute's walk) from the site for Route 4 (Huntington) and opposite, the southbound stop for Route 5 (North Haven). Hillhurst/Sunnyside LRT Station is approximately 400 metres (a six and a half minute walk) north of the site.

#### **Environmental Site Considerations**

No environmental concerns were identified.

#### **Utilities and Servicing**

The site is fully serviced with water, sanitary and storm sewer mains.

### Legislation and Policy

#### South Saskatchewan Regional Plan (2014)

Administration's recommendation aligns with the policy direction of the <u>South Saskatchewan</u> <u>Regional Plan</u>, which directs population growth in the region to cities and towns, and promotes the efficient use of land.

#### **Municipal Development Plan (Statutory – 2009)**

The subject site is located within the Neighbourhood Main Street area as identified on Map 1: Urban Structure in the <u>Municipal Development Plan</u> (MDP). The applicable MDP policies encourage redevelopment and moderate intensification of Neighbourhood Main Streets to make more efficient use of existing infrastructure, public amenities and transit. Neighbourhood Main Streets should achieve a minimum intensity of 100 people and jobs per gross developable hectare, which would be further explored at development permit stage; however, given the relatively small site and a proposed 12 storey development, it is likely that this intensity would be achieved.

#### Calgary Climate Strategy (2022)

This application does not include any specific actions that address the objectives of the <u>Calgary Climate Strategy – Pathways to 2050</u>. Further opportunities to align development of this site with applicable climate strategies will be explored and encouraged at subsequent development approval stages.

#### Riley Communities Local Area Plan (Statutory – 2025)

The site is identified as within the Neighbourhood Commercial Urban Form category (Map 3) of the *Riley Communities Local Area Plan* (LAP).

The Land Use policies for the Neighbourhood Commercial area state:

"Development in Neighbourhood Commercial (...) areas may include a range of uses in stand-alone or mixed-use buildings". (policy 2.2.1.1); and

"Commercial uses on the ground floor should be located facing the higher activity street". (Policy 2.2.1.2).

The site is also located within the Mid (up to 12 storeys) category on the Building Scale map (Map 4). As the proposed MU-2 designation requires ground floor commercial within a mixeduse building, and is limited to 40 metres in height, the proposal aligns with the LAP.

The subject site is also identified on Map 2: Community Characteristics within the Neighbourhood Main Street area of the LAP. Section 2.5.2.2 provides detailed policies for the Main Street, which will be applied at the development permit stage.

This section of the 10 Street NW Main Street is identified as an area of concentration of "commercial heritage assets" (Figure 9). Policies 2.5.1.j and k give guidance as to how these heritage assets should be acknowledged and referenced when development occurs. These policies will therefore also be applied at the development permit stage.

### **Applicant Submission**



1026 16 Ave NW, Suite 203 Calgary, AB T2M 0K6 587-350-5172

April 30, 2024

Planning and Development Office City of Calgary Municipal Building 800 Macleod Trail SE Calgary, AB, T2P 2M5

#### Re: Applicant Submission - Land Use Redesignation for 122-126 10 Street NW

QuantumPlace has been engaged by Terrigno Investments Inc. to submit a land use redesignation proposal for 122-126 10 Street NW. The intent of the redesignation is to change the current designation from Commercial-Corridor 1 District (C-COR1) to a Mixed Use – Active Frontage (MU-2h40f7.0) with a height of 40 metres and an FAR of 7.0.

The site is close to downtown Calgary, the Sunnyside LRT Station, a grocery store, and the Bow River regional pathway system. It is also surrounded by a variety of restaurants, retail, and other commercial uses. The site is located along the main street of 10 Street NW: The City of Calgary has identified main streets as important places where citizens come together and connect as a community.

#### Policy Alignment

#### Municipal Development Plan (MDP)

To build and diversify urban activities within activity nodes, the MDP proposes a more compact urban form for Calgary by locating a portion of new housing and jobs within higher intensity, mixed-use areas that are well connected to the Primary Transit Network, which 10 Street NW is part of. The MDP also encourages transit-oriented development, which promotes the intensity of people living or working in areas within walking distance of transit or employment nodes like downtown. Transit-oriented development provides mobility options for people of all ages. Since the subject site is less than 400 m from the Sunnyside LRT, less than 100 m from four bus stops, and within walking distance of downtown, the subject parcel is ideal for the application of higher height and density.

#### Draft Riley Local Area Plan (LAP)

The draft Riley LAP proposes the 'Neighbourhood Commercial' Urban Form at this location with a midscale modifier (up to 12 storeys). This form is characterized by street-oriented buildings that support ground-floor commercial use with frontages to encourage pedestrian activity, and a range of uses including residential above. This application aligns with the height and form indicated within the Draft Riley LAP.

#### Amendment to the Hillhurst-Sunnyside Area Redevelopment Plan (ARP)

If this proposed redesignation proceeds prior to the adoption of the draft Riley LAP, the ARP would require an amendment to accommodate the proposed 7.0 FAR and a height of 40 metres from the FAR of 5.0 and a height of 26 metres. The proposed land use redesignation aligns to the principles and intent of the ARP in all other matters.

Recently approved LAPs are encouraging densities and intensification of population and jobs beyond previously approved ARP policies throughout the city due to dated ARPs not reflecting current City goals. Even in areas without approved LAPs such as Mission/Cliff Bungalow and Inglewood, Administration and Council have supported higher heights and density exceeding approved ARP policies in support of broader City goals.

#### Calgary Climate Strategy

The Calgary Climate Strategy also encourages the efficient use of land and a transition to a denser, more compact form to minimize travel distances (less fuel consumption) and support multi-model alternatives. The proposed application would allow more residents to meet many of their daily needs by walking, bicycling, or riding transit. Intensification on the subject parcel is appropriate as it offers access to transportation options, daily services and recreational facilities (Bow River pathways, recreation areas like Prince's Island Park and other urban amenities) within walking distance.

#### Calgary's Housing Strategy

This application supports Calgary's Housing Strategy by increasing the supply of housing to meet demand and increase affordability and providing a greater diversity of housing options in an in-demand neighborhood where the cost of a single-family home is not attainable for many households.

#### Public Engagement

At the time of submission, postcards detailing the submission will be distributed to the properties neighboring the site at 122-126 10 Street NW. A webpage detailing the application will be made available on qpengage.ca, QuantumPlace's online engagement platform and a virtual open house will be scheduled. The open house will allow attendees to ask about the application and provide feedback to the team. Following the virtual open house, the applicant will produce a "What We Heard" report which will be made available for the public to review. We virtually attended the Hillhurst Sunnyside Community Association planning committee meeting on April 4. More information can be found in Attachment i.



# **Applicant Outreach Summary**



# Community Outreach on Planning & Development Applicant-led Outreach Summary

calgary.ca/planningoutreach



# Community Outreach for Planning & Development Applicant-led Outreach Summary

# calgal y

# What did you hear? Provide a summary of main issues and ideas that were raised by participants in your outreach. A What We Heard Report will be developed and submitted as part of our Detailed Review response. How did input influence decisions? Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why. A What We Heard Report will be developed and submitted as part of our Detailed Review response.

#### How did you close the loop?

Provide a summary of how you shared outreach outcomes and final project decisions with those who participated in your outreach. (Please include any reports or supplementary materials as attachments)

A What We Heard Report will be developed and submitted as part of our Detailed Review response. The report will also be posted publicly on the qpengage.ca website and sent to the community association.

calgary.ca/planningoutreach

# Applicant What We Heard Report

What We Heard Report 122-126 10<sup>th</sup> St NW (former Oak Tree site)

July 2024



#### Contents

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#### Why Public Engagement

#### Why Is Public Engagement Important?

Public and community engagement provides the opportunity for focused conversations, allowing a structured step-by-step method of leading people through phases of reflection. Public engagement allows residents to be heard, provide feedback and inspiration for projects, and stay informed about what's happening in their community. Through a multi-pronged approach, the engagement strategy offers a variety of ways for residents and stakeholders to get involved.

#### What Can Participants Take Away?

Public engagement is centred around the idea that those who have the potential to be impacted by an issue or decision should be given the opportunity to be informed and provide feedback. Through engagement, residents and stakeholders can be knowledgeable about a project and follow along with every step of the project journey. If there are concerns surrounding any aspect of the project, engagement allows for participants to have a dialogue with the Project Team and for the project team to be able to understand and respond to adjacent neighbour concerns.

#### Engagement Summary

QuantumPlace undertook a comprehensive public engagement program for this project. The QuantumPlace Planning team, prior to embarking on engagement, met with the Hillhurst Sunnyside Community Association (HSCA) and presented a "pre-application" of the proposed land use application for 122-126 10 Street NW (former Oak Tree site). This presentation included an overview of the application and the engagement proposed to accompany the application.

A website was established at the beginning of the project and will continue to be updated as the development progresses through the municipal planning process.

#### Summary of methods used:

- Project website launched at the beginning of the project <a href="https://qpengage.ca/project/oak-tree-project/">https://qpengage.ca/project/oak-tree-project/</a>;
- "Hello there" sign was placed at the subject site and will be present for the entirety of the application;
- Meeting with the HSCA Planning Committee (April 4, 2024);
- Virtual open house (June 6, 2024, 7:00-8:00pm);
- Digital and hardcopy postcards were delivered to adjacent neighbours including multi-residential buildings (See Appendix C); and
- A digital copy of the postcard was sent to the Hillhurst Sunnyside Community Association.



Hi There signs placed on the site



Example of the materials used to advertise the public engagement events

#### Open House

Seven people attended the open house. The session ran for approximately one hour and included a presentation from the QuantumPlace team. Afterwards, the team fielded questions from the public; attendees were able to write and submit their questions or ask them verbally which allowed for a backand-forth discussion with the project team and a better understanding of attendee perspectives.

The open house was advertised via the following methods:

- Project website at <a href="https://gpengage.ca/project/oak-tree-project/">https://gpengage.ca/project/oak-tree-project/;</a>
- "Hello there" sign placed at the subject site;
- Digital and hardcopy postcards delivered to adjacent neighbours including multi-residential buildings (See Appendix C); and
- A digital copy of the postcard sent to the Hillhurst Sunnyside Community Association.

#### Public Feedback

Below is a summary of the themes of questions and inquiries received from phone calls, emails, and during the open house.

The general themes of questions were (please see Appendix A for more details):

- Discussion on the provision of amenities for active modes of transportation;
- The types of units being provided, will the units be affordable or market housing?;
- Discussion regarding how the proposed development would provide benefit to the existing community;
- Plans for concurrent development permit application;
- The justification and concerns for the proposed height with respect to the heritage values of the area and affecting human scale streetscape (especially in relation to the draft Riley Local Area Plan (LAP)); and
- Concerns regarding the impact of big box at-grade commercial and maintaining a pedestrianfriendly atmosphere.

#### Ongoing Communication with the HSCA

The QuantumPlace team reached out to the HSCA during the pre-application process to discuss the project. The team virtually attended the HSCA Planning Committee meeting on April 4, 2024. The following comments were provided to the project team at that time:

- Debate as to whether the maximum height of 40m would equate to 12 storeys;
- Some members might support no parking for the site;
- Direct Control (DC) vs. Mixed-Use Active Frontage (MU-2) we intend to apply for MU-2 in addition to an amendment to the Area Redevelopment Plan rather than pursuing bonusing and a DC.
  - This is due to the current status of the ARP vs. the draft Riley LAP; and
- There was a question about an overall development/construction plan for the area (this question was forwarded on to The City for a response).

The team will continue to engage with the HSCA as the land use redesignation application progresses. When Calgary Planning Commission and Public Hearing dates are determined, these will be shared with the HSCA and posted on our website.

In addition, this report will be shared with the HSCA.

#### Closing

The QuantumPlace team will continue to work with interested citizens and the HSCA on this application. If there are any new engagement themes that emerge, an update to this report will be provided.

## Appendix A: Response to What We Heard Throughout the Engagement Process

Key Theme Applicant Response

ree meme	replicate reciporate	
What benefits are there to the existing community?	<ul> <li>More amenities will be provided: commercial uses at-grade, additional housing, off site levies to pay for infrastructure, discussions on improvements like sidewalk, laneway etc.</li> <li>We are in agreement with The City of Calgary that no direct vehicular access will be provided along 10<sup>th</sup> St to maintain pedestrian safety and mitigate traffic concerns.</li> <li>Attendees stressed that the "energy and vitality of owner-sourced" businesses play a significant role in the character of the community. We have taken note of this and will consider strategies at the Development Permit stage to encourage local businesses to locate here (e.g., smaller commercial retail units, etc.).</li> </ul>	
Will affordable housing be provided?	<ul> <li>At this stage, it is too early to confirm whether affordable housing will be provided however, we are considering providing rental units which tend to be more attainable for residents than individually owned units.</li> </ul>	
Human-scale streetscape	<ul> <li>At the Development Permit stage, we will consider how the massing and design of the building contribute to the existing human-scale streetscape of 10<sup>th</sup> St (e.g., stepbacks, brick facades, etc.).</li> </ul>	
Parking	<ul> <li>At this point in time, we intend to align with the land use bylaw requirements that allow for a reduction in parking due to proximity to an LRT station (0.56 stalls per unit).</li> <li>It was mentioned that the minimum land use bylaw requirements for Class I bicycle parking are not enough for this area as there is high bicycle usage. It was also identified that bicycle parking should be provided with convenient access to ground level. This will be considered at the Development Permit stage.</li> </ul>	
Clarity on new Riley LAP vs Land Use	<ul> <li>A Local Area Plan (LAP) provides overarching planning direction but does not automatically change the land use for any parcel.</li> <li>We intend for this application to go through The City approvals process following the adoption of the Riley LAP.</li> </ul>	
Proposed height of 40m	<ul> <li>The maximum height of the current land use is approximately three storeys.</li> <li>40m is equivalent to approximately 10-11 storeys.</li> <li>The proposal is in alignment with other recent developments in the area.</li> </ul>	
Will a variety of units be provided?	At this time, we are looking at providing multiple types of units including one and two-bedrooms, although this may be subject to change. We are in the initial feasibility study phases.	

Will the building have	<ul> <li>It is a relatively small and contrained site but we will consider</li></ul>	
stepbacks from the street?	this at the Development Permit stage.	
Concurrent Development	<ul> <li>This is not a concurrent Land Use amendment and Development</li></ul>	
Permit submission	Permit submission.	
Project Timeline	<ul> <li>The intent is to submit a Development Permit application after land use approval.</li> </ul>	
Heritage area in the Riley LAP	The current draft of the Riley LAP indicates that heights should not be more than 8 storeys in this location however, the buildin scale map shows this location as allowing up to 12 storeys. Bonusing up to 12 storeys with committments to retain heritagelements can be considered. It is our opinion that policies addressing massing and design would be more effective at preserving the streetscape on 10 <sup>th</sup> S than policies strictly relating to height.  Our perspective will be to advocate for 12 storeys and a design to preserve, foster, and improve heritage / streetscape. Policies to more clearly direct applications are better for both the community and the applicant.	

# Appendix B: Virtual Information Session Presentation



# Agenda & Meeting Norms

#### AGENDA

- Presentation 15 minutes
- Q&A for 45 minutes
  - · We will respond to questions after the presentation
- Submit questions using the "Q&A" button
- Please type your comments using the chat feature
- If you are experiencing technical issues, please message Baha in the chat OR send an email to

baha.alzeitawi@quantumplace.ca

#### Meeting Norms

- Every perspective is important; everyone that would like to participate will be given the opportunity to do so.
- · Questions will be answered in the order we receive them .
- If we do not have the information to answer the question, or if there
  are unanswered questions at the end of the session, we will respond
  within the What We Heard report.



#### 122-126 10 Street NW

#### **Application Context**

SITE: 122-126 10 Street NW, Calgary

- · Application submitted in May
- "Inner City and Neighborhood Main Street" in MDP.
- "Mid" building scale area of draft Riley Communities Local Area Plan.
- Existing Hillhurst/Sunnyside ARP encourages Urban Mixed-Use here.
- The two-storey commercial building was formerly the Oak Tree Tavern.





# Intention of Land Use Redesignation Application

Proposed Redesignation: C-COR1 to MU-2h40f7.0

- Redesignate to mixed-use active frontage to accommodate commercial development atgrade and residential above.
- Will provide housing and commercial uses in an in-demand neighbourhood, while revitalizing currently unused commercial space.









# **Proximity to Amenities**

- Located along a Primary Transit Network and Neighbourhood Main Street in Calgary's MDP.
- Within walking and transit distance of numerous amenities (restaurants, retail, offices, grocery stores, Downtown Calgary).
- Close to major transportation routes (10 Street NW and Memorial Drive NW).
- · Less than 400 m from Sunnyside LRT Station.





### Community Engagement

#### **Public Engagement**

- · QPD Engagement Webpage for land use application
- "Hi There!" application information signage
- Postcards
- · Digital postcard
- Virtual meeting with Hillhurst/Sunnyside Community
   Association
- · Virtual Open House
- · What We Heard Report will be posted on our website

#### Example of project information hosted at www.qpengage.ca

#### LAND USE APPLICATION

QuantumPlace has been engaged to apply to change the land use district (zoohing) for the property. The purpose of the land use and signation is to shange the current designation from Commercial-Corridor 1 District (C-CORI) to Mixed Use-Active Frontage District (MU-2-bod/F.S).

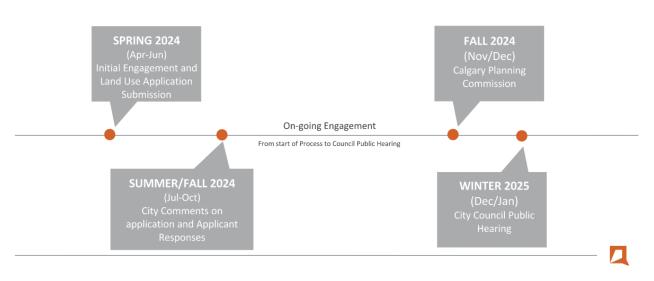
This change in the land use district will respond to a need for housing and commercial space in an in-demand neighbourhood. It will revitable a corrently surved commercial space (in what was previously the Oak Tree Taverri) and previde the appartunity for a more active streetings on a but street in facturation.







# Estimated Timeline and Next Steps





#### Appendix C: Postcard Distribution to Multi-Residential Buildings

The following steps were taken to deliver postcards to multi-residential buildings within the vicinity of the project:

- 100 10A Street NW: Postcards were submitted to the building management (Sable Gate) by hand.
- 235 9a Street NW: Postcards were sent digitally to the building management (First Service Residential) to be emailed to residents.
- 206 10A Street NW: Attempts were made to contact the building management (Norfolk Housing) via phone and email, but no response was received (Norfolk housing). A digital copy was sent via email to the building management (Norfolk housing).
- 301 10 Street NW: Postcards were sent digitally to management (Magnum York Property Management) for distribution to residents.
- 305 10 Street NW: Postcards were handed to the resident manager.

# Community Association Response

2025 March 27



March 27, 2025

Development Circulation Controller Planning & Development #8201 P.O. Box 2100 Station M Calgary, AB T2P 2M5

Emailed to: julian.hall@calgary.ca

RE: LOC2024-0126| 126 10 ST NW

The Hillhurst Sunnyside Planning Committee (HSPC) would like to thank you for the opportunity to provide comments on the above-mentioned application. We understand that this is a land use amendment where the applicant is seeking to change the land use from C-COR1 f2.8h13 to MU-2 with a maximum height of 40m and a floor area ratio (FAR) of 7.0. The HSPC has reviewed this application based on the Riley Local Area Plan.

#### Strengths

- The property is located within the Sunnyside LRT Transit Station Area Core Zone, which
  is outlined in 2.5.4.2 of the Riley LAP, and the proposed increase in density is in
  proximity to transit.
- The land use amendment would allow for the additional provision of housing, an important consideration during a housing crisis.
- The proposed MU-2 designation provides for active frontage and street-level commercial uses, ensuring the continued vibrancy of 10<sup>th</sup> St NW.

#### Concerns

- There is much uncertainty as to what the future of this lot is and there is no guarantee
  that a development will be proposed should the land use be granted. To offer more
  assurance to the community, the land use application should be accompanied by a
  concurrent development permit.
- The Riley LAP in 2.5.1(j) specifies that developments within areas identified as having a
  concentration of heritage assets should not overwhelm the form and massing of those
  nearby assets. We question whether this is possible with the proposed height of 40
  meters and the limited footprint of the parcels.
  - Based on the size of the lot it is difficult to ascertain whether the intention of the MU-2 land use district can be achieved as this application is proposing a height that is greater than what the LUB district (1333(a)) suggests and is situated on a block with considerable heritage assets.

 The intersection of Kensington Rd and 10<sup>th</sup> Street NW faces severe vehicular congestion. The potential addition of multiple units of housing may exacerbate this issue.

#### Opportunities

- There is a heritage component to this application that must be considered. The site is located on a block with historical value. HSPC would like the land use to include provisions that ensure the heritage elements on this block.
- Any future development on-site would benefit from the expertise of a consultant specializing in historic buildings and heritage conservation and should ensure:
  - Congruence with form and massing of nearby heritage assets
  - Compatibility with existing building materials and forms
  - o Prioritize the retention of existing heritage assets
  - o Provide a sensitive interface between new developments and heritage assets
- If the MU-2 designation is granted, we strongly encourage that it be accompanied by parking relaxation that acknowledges the location of the parcels in the Sunnyside LRT Transit Station Area Core Zone.
  - This parking relaxation should be accompanied by an increase in Class 1 & 2 parking facilities.
  - These reductions in parking requirements could be supported based on Part 14 Sections 1352 and 1354 of the Land Use Bylaw

#### **Concluding Comments**

The HSPC would have liked to see a concurrent development application submitted with the land use application. Although we believe that the site presents an opportunity for densification, we have concerns about how future development would ensure compatibility with historical assets on the block. We are not opposed to the granting of the application, with the designated height but, we wish to highlight potential challenges with massing.

Any future development permit should carefully consider these concerns and align with both the Mainstreet (2.5.1) and Transit Station Areas (2.5.4) policies of the Riley LAP.

Please keep us informed as this important application progresses. Should you have any questions or comments, do not hesitate to reach out to the HSPC.

Thank you for the opportunity to comment,

Hillhurst Sunnyside Planning Committee Hillhurst Sunnyside Community Association

CC: Executive, Hillhurst Sunnyside Planning Committee Community Planning Coordinator, HSCA Ward 7 Councillor's Office



CPC2025-0320 ATTACHMENT 6

#### **BYLAW NUMBER 76D2025**

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (LAND USE AMENDMENT LOC2024-0126/CPC2025-0320)

**WHEREAS** it is desirable to amend the Land Use Bylaw Number 1P2007 to change the land use designation of certain lands within the City of Calgary;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 as amended;

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

This Bylaw comes into force on the date it is passed.

2.

- 1. The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and replacing it with that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".
- READ A FIRST TIME ON

  READ A SECOND TIME ON

  READ A THIRD TIME ON

  MAYOR

  SIGNED ON

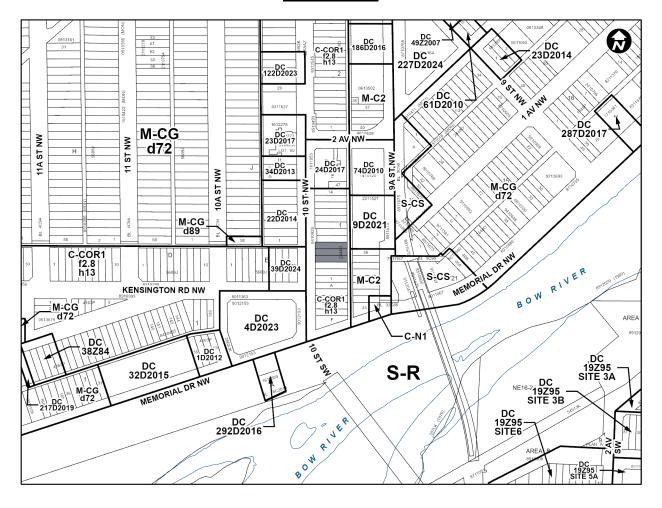
  CITY CLERK

SIGNED ON \_\_\_\_\_



#### AMENDMENT LOC2024-0126/CPC2025-0320 BYLAW NUMBER 76D2025

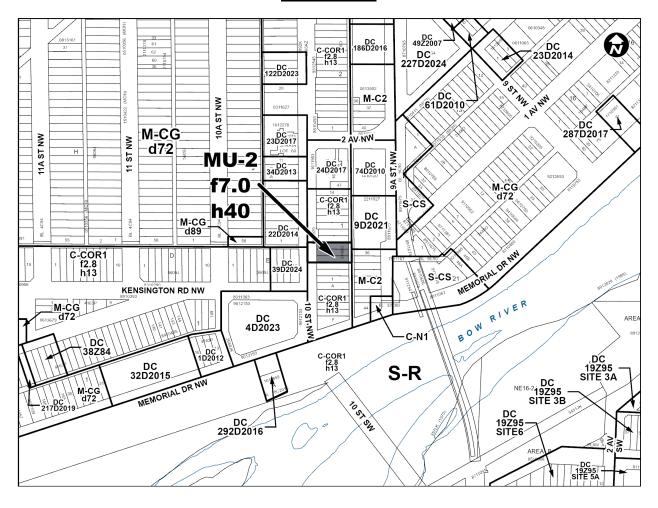
#### **SCHEDULE A**





#### AMENDMENT LOC2024-0126/CPC2025-0320 BYLAW NUMBER 76D2025

#### **SCHEDULE B**



ISC: UNRESTRICTED

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

#### Land Use Bylaw Housekeeping Amendments

#### **PURPOSE**

This report recommends housekeeping amendments to Land Use Bylaw 1P2007 to address recurring issues identified during the planning application process.

#### PREVIOUS COUNCIL DIRECTION

None.

#### **RECOMMENDATIONS:**

That the Infrastructure and Planning Committee:

- 1. Forward this report to the 2025 May 6 Public Hearing of Council; and
- 2. Recommend that Council:
  - (a) Give three readings to the proposed amendments to the Land Use Bylaw 1P2007 (Attachment 2); and
  - (b) Adopt, by resolution, the proposed amendments to the Child Care Service Policy and Development Guidelines (Attachment 3).

# RECOMMENDATION OF THE INFRASTRUCTURE AND PLANNING COMMITTEE, 2025 APRIL 2:

That Council:

- 1. Give three readings to **Proposed Bylaw 44P2025**, amendments to the Land Use Bylaw 1P2007 (Attachment 2); and
- 2. Adopt, by resolution, the proposed amendments to the Child Care Service Policy and Development Guidelines (Attachment 3).

Excerpt from the Minutes of the Regular Meeting of the Infrastructure and Planning Committee, 2025 April 2:

"Revised Attachment 5 was distributed with respect to Report IP2025-0251.

. . . .

#### Moved by Councillor Mian

That with respect to Report IP2025-0251, the following amendment be approved:

That a new Recommendation 1 be inserted as follows, and recommendations be renumbered accordingly:

1. Amend Attachment 2 to include an amendment that states: "Amend Section 559(a) and 559(b) by replacing 1.0 with 0.5.";

ISC: UNRESTRICTED

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

#### **Land Use Bylaw Housekeeping Amendments**

For: (7): Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Spencer, Councillor Wyness, Councillor Penner, and Councillor Wong

Against: (1): Councillor Sharp

**MOTION CARRIED** 

#### Moved by Councillor Penner

That with respect to Report IP2025-0251, the following be approved, **as amended**:

That the Infrastructure and Planning Committee:

- 1. Amend Attachment 2 to include an amendment that states: "Amend Section 559(a) and 559(b) by replacing 1.0 with 0.5.";
- 3. Recommend that Council:
  - a. Give three readings to the proposed amendments to the Land Use Bylaw 1P2007 (Attachment 2, **as amended**); and
  - b. Adopt, by resolution, the proposed amendments to the Child Care Service Policy and Development Guidelines (Attachment 3).

For: (5): Councillor Mian, Councillor Chabot, Councillor Spencer, Councillor Penner, and Councillor Wong

Against: (3): Councillor Sharp, Councillor Chu, and Councillor Wyness

**MOTION CARRIED** 

. . . .

By General Consent, pursuant to Section 121 of Procedure Bylaw 35M2017, Committee granted Councillor Sharp's request to change her vote from "For" to "Against".

. . . .

#### Moved by Councillor Penner

That with respect to Report IP2025-0251, the following be approved, as amended:

That the Infrastructure and Planning Committee:

2. Forward this report to the 2025 May 6 Public Hearing of Council; and

For: (7): Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Spencer, Councillor Wyness, Councillor Penner, and Councillor Wong

Against: (1): Councillor Sharp

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

#### Land Use Bylaw Housekeeping Amendments

**MOTION CARRIED**"

ISC: UNRESTRICTED

#### **GENERAL MANAGER COMMENTS**

General Manager Debra Hamilton concurs with this report. The proposed recommendations address feedback and support efficiencies in the approvals process for Calgarians.

#### **HIGHLIGHTS**

- The proposed amendments streamline process, reduce timelines and costs for applicants, and focus on enabling housing and services for families.
- The proposed amendments were informed by monitoring feedback from development applications and engaging with City staff.
- Most of the proposed amendments are minor changes to the low-density residential rules that currently result in the need for unnecessary relaxations, development permits and added costs to housing.
- An amendment is proposed to remove the requirement for a land use change and public hearing for a child-care business wanting to locate in an existing approved building in a residential district.
- Other amendments are technical in nature and provide clearer, easier to understand language.

#### DISCUSSION

Land Use Bylaw 1P2007 (the Bylaw) is periodically amended to address recurring issues and support its continued functionality. These types of amendments are called "housekeeping" as they are minor in scope and technical in nature.

This report recommends 12 Bylaw amendments to address opportunities for improvement.

#### Administration is recommending the following changes to the Bylaw:

- Six amendments to setback, parcel coverage, mobility storage and other rules that are inadvertently resulting in unnecessary development permits, relaxations, and added costs, creating a barrier to the development of new housing.
- Three textual amendments providing clearer language making the Bylaw easier to understand.
- Two amendments that provide more operational flexibility for health care services and special functions.
- One amendment allowing for the discretionary use of child care services in an existing
  approved building within residential districts. This amendment would eliminate the need
  for a land use amendment and public hearing. To align with this change, the Child Care
  Service Policy and Development Guidelines (Attachment 3) is proposed to be amended.

Attachment 4 provides a detailed summary and list of benefits of the proposed amendments.

A redline version of the Bylaw showing the proposed amendments is provided in Attachment 5.

ISC: UNRESTRICTED

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

# EXTERNAL ENGAGEMENT AND COMMUNICATION □ Public engagement was undertaken □ Dialogue with interested parties was undertaken □ Public/interested parties were informed □ Public communication or engagement was not required

#### Communication Overview – External Interested Parties

Administration worked with key external parties including the Federation of Calgary Communities, Building Industry and Land Development Association – Calgary Region and the Calgary Inner City Builders Association to keep them informed, answer questions and help them understand the proposed changes and how they may affect their members. Two information session were held in Q1 2025, and a third will be hosted by the Federation of Calgary Communities and the City prior to the public hearing for interested Community Association members.

#### Communication Overview – Public

<u>The Land Use Bylaw webpage</u> was updated on 2025 February 28 to include a summary of the proposed amendments, frequently asked questions, and the project timeline.

#### Calgary Planning Commission (CPC) Closed Session

A closed session workshop with Calgary Planning Commission was held on 2025 February 27. The workshop focused on providing a technical review of the proposed amendments. There was general support for the proposed amendments and the feedback provided was used to finalize the proposed amendments. Attachment 6 provides a summary of the workshop.

#### **IMPLICATIONS**

#### Social

The proposed amendments align with Home is Here - The City of Calgary's Housing Strategy 2024-2030 and specifically supports outcome 1c: "amend and streamline planning policy and process to allow for diverse housing" by making it faster and more affordable to create more homes.

Making it easier for child-care services to locate in residential areas contributes to building complete communities. Child-care services enable families in the neighbourhood to interact and support each other, strengthening neighbourhood ties.

#### **Environmental**

Improvements to consistency and efficiency of the planning application process contributes to achieving a more compact city. Allowing for child-care services to be located within neighbourhoods supports active transportation and public transit and the re-use of existing buildings.

ISC: UNRESTRICTED

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

#### **Land Use Bylaw Housekeeping Amendments**

#### **Economic**

The proposed amendments create more flexibility for businesses and contribute to a more efficient planning application process which saves costs and time for applicants. Making housing easier to build creates employment opportunities and supports local businesses. Providing more child-care options for families creates jobs and stimulates the economy by supporting working parents.

#### **Service and Financial Implications**

No anticipated financial impact

#### **RISK**

If the amendments to the Land Use Bylaw are not approved there is a risk that applicants, homeowners and renters will continue to experience unnecessary costs and time delays resulting in fewer homes available to Calgarians. Not approving other amendments would limit flexibility for businesses and confusing and unclear language would remain in the Bylaw. These changes represent Administration's ongoing effort to improve the planning process by providing value though file review and creating increasingly streamlined planning approvals.

#### ATTACHMENT(S)

- 1. Background and Previous Council Direction
- 2. Proposed Bylaw 44P2025
- 3. Proposed Amendments to the Child Care Service Policy and Development Guidelines
- 4. Summary of Amendments to Land Use Bylaw 1P2007
- 5. Proposed Amendments to Land Use Bylaw 1P2007 Redline Copy
- 6. Summary of CPC Closed Session
- 7. Presentation

#### **Department Circulation**

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning and Development Services	Approve
Kathy Davies Murphy	Planning and Development Services	Approve
Teresa Goldstein	Planning and Development Services	Consult
Brenda Desjardins	Planning and Development Services	Consult
Jill Floen	Law	Consult

Author: S. Whalen - City and Regional Planning

City Clerks: J. Palaschuk / J. Booth

# Background and Previous Council Direction

#### Background

Land Use Bylaw 1P2007 came into effect on 2008 June 01. The Land Use Bylaw Sustainment Team was formed to ensure that the provisions of the Bylaw are clear, consistent and easy to interpret. Meetings are held on a regular basis with stakeholders to monitor the Land Use Bylaw. As a result of these meetings and other monitoring activities, housekeeping amendments are proposed to address minor changes that do not form part of larger projects.

This report recommends 12 Bylaw amendments that have been identified by Administration that improve the planning application review process and remove regulatory inconsistencies.

#### **Previous Council Direction**

None.

ISC: UNRESTRICTED Page 1 of 1



IP2025-0251 ATTACHMENT 2

#### **BYLAW NUMBER 44P2025**

#### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (IP2025-0251)

WHEREAS it is desirable to amend the Land Use Bylaw 1P2007, as amended;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

# NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

- 1. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:
  - (a) Delete subsection 13(90.3) in its entirety.
  - (b) Amend subsection 34(1) by deleting "of" after "does not comply with all".
  - (c) Amend subsection 34(1)(a) by adding "online for the public" after "publish a notice".
  - (d) Amend subsection 34(1)(b)(i) by deleting "21 day".
  - (e) Amend subsection 34(1)(b)(ii) by adding "filed within the appeal period," after "in the case of an appeal to the *Appeal Body*," and deleting "or the Alberta Court of Appeal in the case of an appeal or leave to appeal of a decision of the *Appeal Body*,".
  - (f) Amend subsection 39(1)(b)(i) by deleting "21 day".
  - (g) Amend subsection 39(1)(b)(ii) by adding "filed within the appeal period," after "in the case of an appeal to the *Appeal Body*," and deleting "or the Alberta Court of Appeal in the case of an appeal or leave to appeal of a decision of the *Appeal Body*,".
  - (h) Delete subsections 44(8.1) and 44(8.2).
  - (i) Delete subsection 204(a) and replace with the following:
    - "(a) means a use that provides physical and mental health services for both inpatient and outpatient care. Services may be of a preventative, diagnostic, treatment, therapeutic, rehabilitative, or counselling nature;"

# **PROPOSED**

#### **BYLAW NUMBER 44P2025**

- (j) Add a new subsection 204(b.1) as follows:
  - "(b.1) allows for the recovery from surgical services or other medical treatment which may include overnight stays where the *use*:
    - (i) is not located within those areas identified in the Calgary International Airport Vicinity Protection Area Regulation as falling within Noise Exposure Forecast contours 30-40+; and
    - (ii) does not include emergency, intensive, or long-term care;".
- (k) Amend subsection 308(a)(i) by adding "neighbourhood activation," after "birthday,".
- (I) Add subsection 527(6) as follows:
  - "(6) The following is an additional **discretionary use** where located within an existing approved **building**:
    - (a) Child Care Service."
- (m) Delete Section 540.1 "Fences" and replace with the following:

#### "Fences for Rowhouse Buildings

- **540.1** For a **Rowhouse Building**, the height of a **fence** above **grade** at any point along a **fence** line must not exceed:
  - (a) 1.2 metres for any portion of a **fence** extending between the foremost front façade of the immediately adjacent **main residential building** and the **front property line**;
  - (b) 2.0 metres in all other cases; and
  - (c) 2.5 metres at the highest point of a gate that is not more than 2.5 metres in length."
- (n) Delete subsection 546.1 in its entirety.
- (o) Amend subsection 546.2(1) by deleting "or *mobility storage locker*" and adding "." after *private garage*.
- (p) Renumber subsection 547.2 to 547.2(1).
- (q) Add subsection 547.2(2) as follows:
  - "(2) The following is an additional *discretionary use* where located within an existing approved *building*:
    - (a) Child Care Service.".

# **PROPOSED**

#### **BYLAW NUMBER 44P2025**

- (r) Amend subsection 547.12(2) and (3) by deleting "where all the required *motor vehicle parking stalls* are provided in a *private garage*".
- (s) Amend subsection 547.12(4) by deleting the following and adding a period at the end of the sentence:

"where all the required motor vehicle parking stalls:

- (a) are provided in a *private garage*; and
- (b) have direct, individual access to the *lane*.".
- (t) Amend Section 559(a) and 559(b) by replacing 1.0 with 0.5
- (u) Amend subsection 573(d) as follows:
  - "(d) Secondary Suite that is not combined with a Multi-Residential Development;".
- (v) Amend Section 1126(3) by deleting "gross".
- (w) Renumber subsection 1388 to 1388(1).
- (x) Add subsection 1388(2) as follows:
  - "(2) The following is an additional *discretionary use* where located within an existing approved *building*:
    - (a) Child Care Service.".
- (y) Delete subsection 1392(2) and replace with the following:
  - "(2) The maximum *parcel coverage* referenced in subsection (1), must be reduced by:
    - (a) 21.0 square metres where one **motor vehicle parking stall** is required on a **parcel** that is not located in a **private garage**; and
    - (b) 19.0 square metres for each required *motor vehicle parking stall* that is not located in a *private garage* where more than one *motor vehicle parking stall* is required on a *parcel*."
- (z) Delete subsection 1402(1) and replace with the following:
  - "(1) For *developments* of three *units* or more, *landscaped areas* must be provided in accordance with a landscape plan approved by the *Development Authority*."



#### **BYLAW NUMBER 44P2025**

SIGNED ON

Add new subsection 1402(1.1) as follows: (aa) "(1.1) For developments of two units or less, the General Landscaping Rules of Section 346.1 apply." Delete Section 1412 in its entirety. (bb) (cc) Amend Section 1413 by deleting "or *mobility storage locker*" and adding "." after *private garage*. 2. This Bylaw comes into force on the date it is passed. READ A FIRST TIME ON READ A SECOND TIME ON READ A THIRD TIME ON MAYOR SIGNED ON \_\_\_\_\_ CITY CLERK

# Proposed Amendments to the Child Care Service Policy and Development Guidelines

1. The Child Care Service Policy and Development Guidelines, as amended, is hereby further amended as follows:

#### Child Care Service Policy and Development Guidelines

Adopted by Council resolution on June 1, 2009

Amended by PUD2021-0649 on June 21, 2021

#### **Objectives**

To ensure there are opportunities to develop accessible child care services of different sizes in a variety of land use districts.

To provide for development guidelines to manage the impact of child care services in low density residential areas and to aid in the use of discretion for child care services in other contexts.

#### **Definitions**

**Home Based child care** – the incidental use of a residence to provide care and supervision to a limited number of children under the age of 13 years while their parents or guardians are not on the premises

**Child care service** – a facility or space specifically built or adapted to provide care and supervision to 7 or more children under the age of 13 years while their parents or guardians are not on the premises. Child Care Services are not typically located within a residence and are considered a principal use of a site.

**Low density residential area** – any area of land that is designated with a low density residential district or housing district pursuant to Land Use Bylaw 1P2007.

#### A. Overall Policy

- A.1 Home based child care and child care services are an integral part of complete communities, which should include a variety of uses which are accessible to residents and business in order to serve their day-to-day needs.
- A.2 Home based child care for up to 6 children is considered an incidental use of a dwelling unit, when the operator of the use is a resident of the dwelling, and should be allowed as a permitted use in all low density residential areas.
- A.3 Child care service may be allowed as a discretionary use in an existing residential building be appropriate in a low density residential area depending on context. Sites for proposed child care services should be considered for land use redesignation provided the site meets the site selection criteria and development guidelines contained within this policy. If child care service is proposed in a new building, and the site meets the site selection criteria and development guidelines in this policy, it should be considered for land use redesignation.

- A.4 Where a land use amendment is required to allow for Child Care Service within an existing low density residential building a Direct Control District with a low density residential base district should be used, with the additional use of Child Care Service. To support a Child Care Service in a new or existing institutional or commercial building in a low density residential area, the Special Purpose Community Institution District should be considered as an appropriate land use district.
- A.5 *Child care services* may be a compatible and complementary use to many community facilities, such as schools, community recreation facilities and places of worship.
- A.6 *Child care services* may be allowed as a discretionary use in all multi-residential areas, neighborhood or community commercial areas and work place contexts.
- A.7 *Child care services* are encouraged to locate in proximity to LRT stations when they provide convenient access to community residents and nearby workers.
- A.8 Ongoing communication between the operator and the surrounding neighbours is key to the success of *home based child care* and *child care services*. Initiatives such as a Good Neighbour Agreement are encouraged to encourage accountability and cooperation to build relationships responsive to the needs of neighbours and the service provider.

#### B. Child Care Service

#### **Low Density Residential Areas**

#### **Application**

B.1 The policies in this section are intended to apply to *child care services* that propose to locate within a low density residential area and where a land use redesignation is required.

#### Site Selection Criteria

- B.2 Child care services in low density residential area should be located in relationship to activity focus areas such as schools, community centres, recreation facilities, parks and local commercial areas. These locations provide for natural hubs for communities and already experience higher levels of traffic and activity.
- B.3 Child care services should be located on a site that can provide sufficient staff parking and pickup and drop-off parking. The site should not front a bus zone, or a location planned for a bus zone in the future, as this may impair pick-up and drop-off parking.
- B.4 Child care services must be located on sites large enough to accommodate outdoor play areas for the type of child care being proposed. The Province sets these standards via the Child Care Licensing Act.
- B.5 Child care services should be located on collector streets, which already carry higher levels of traffic than local streets. Locations near collector and major streets may also be considered provided access to the facility does not draw traffic through the community.

- B.6 Child care services should be located on corner parcels to minimize impact on adjoining residential uses. Corner parcels are also ideal for providing dual-frontages for the provision of pick-up and drop-off access.
- B.7 While corner parcels are preferred, non-corner parcels may be appropriate where the *child care service* is: on a parcel sharing a side property line with a lane; on a parcel with significant frontage and parcel area; or on a parcel located on the same block as other community services. Consideration should be given to the separation of the *child care service* from other nearby residential buildings; the locations of proposed play areas relative to the amenity space of adjoining properties; and the amount of frontage or on- site area to accommodate pick-up and drop-off parking. Each site should be evaluated on its own merits, and the proposed intensity of the *child care service* and its potential impact on adjoining properties should be the primary considerations.
- B.8 Concentration of *child care services* in an area should be avoided. Any cumulative impacts of this use on the character of the area should be considered in evaluating the application. Considerations should include whether there is more than one *child care service* on the same block, or whether a residential property will be unduly impacted due to more than one *home-based child care* or *child care service* in close proximity.

#### **Development Guidelines**

- B.9 Motor vehicle parking and pick-up and drop-off stalls should be provided as set out in Land Use Bylaw 1P2007
- B.10 For *child care services* proposed on a parcel originally intended for a residential use, the provision of pick-up and drop-off parking stalls may occur on-site, or on a designated area of an adjoining street subject to the approval of the Development Authority.
- B.11 For purpose-built *child care services*, the interior of the facility should be designed to orient activities such as ingress or egress away from side setback areas that may affect an adjoining residential use. Windows that open or overlook an adjoining residential use are discouraged.
- B.12 For child care services proposed in a building originally intended for a residential use, ingress or egress should not occur in a side setback area that may affect an adjoining residential use. Existing windows that may open or overlook an adjoining residential use may be required to be obscured or remain closed as a condition of a development permit
- B.13 *Child care services* located on a residential block face should have a similar scale and building coverage that would normally apply to residential uses on the same block face.
- B.14 If an outdoor play area is provided on the same site as the *child care service*, it must be appropriately enclosed by a fence, and must comply with the maximum heights for fences in *low density residential areas* set out in Bylaw 1P2007.
- B.15 Outdoor play structures should not be located within side setback areas when there is an adjoining residential use
- B.16 An outdoor play space may be located in a front setback area, provided it is enclosed and does not adversely affect the residential streetscape. Large-scale play structures in front setback

- areas are discouraged. On corner sites, the front setback area is considered to be the setback area that is located on the principal residential block face.
- B.17 When evaluating a development permit application for a *child care service*, the Development Authority may restrict the number of children permitted in the facility at any one time in order to mitigate any concerns or impacts on adjoining properties.
- B.18 Child care services must provide soft surface landscaping in all areas not designated as play areas or vehicular areas. The amount and type of landscaping should be determined at the development permit stage, but it is intended that landscaping be used to buffer and screen the child care service from any adjoining residential uses.
- B.19 Identification signage for *child care services* in *low density residential areas* is limited to one sign with a maximum sign area of 0.75 square metres in order to reinforce visual compatibility.

#### C. Child Care Service

#### **Community Service Facilities**

#### **Application**

C.1 The policies in this section are intended to apply to child care services operating within community service facilities such as schools, community recreation facilities and places of worship.

#### **Development Guidelines**

- C.2 Child care services proposed in community recreation facilities located on parcels designated as Municipal Reserve must demonstrate compliance with The City of Calgary's *Public Use Policy* prior to the issuance of a development permit.
- C.3 Child care services should have adequate pick up and drop-off parking. In the case of before and after school care programs operating within a school building, no additional pick up and drop-off parking should be required.
- C.4 *Child care services* located within a community service facility may share parking stalls with the primary use provided sufficient parking for the child care use exists on-site.

#### D. Child Care Service

#### Multi-residential, Commercial and Transit Oriented Development Areas Application

D.1 The policies in this section are intended to apply to *child care services* that propose to locate within multi-residential, commercial and transit oriented development areas.

#### **Development Guidelines**

- D.2 *Child care services* must be located in buildings and on parcels that can accommodate indoor play areas and staff parking.
- D.3 If an outdoor play area is provided on the same parcels as the *child care service*, it must be appropriately fenced.
- D.4 Any outdoor play structures are encouraged to be oriented to the interior of the play area, whereas locating play structures along side setback areas should be avoided so as to limit their impact on adjoining properties.
- D.5 *Child care services* should have adequate short term pick up and drop-off parking located on the parcel containing the use. Parking relaxations for pick-up and drop-off stalls should be considered for *child care services* located in a work-place context.

### Summary of Amendments to Land Use Bylaw 1P2007

### Proposed Housekeeping Amendments Benefits and Themes

	Proposed Amendment	Consistency	Efficiency	Reducing barriers	Housing			
Enabling Housing								
1.	Rear setback rule in R-G			✓	✓			
2.	Aligning parcel coverage and private garage rules in H-GO and R-CG	✓	<b>√</b>	<b>√</b>	<b>√</b>			
3.	Mobility storage lockers			✓	✓			
4.	Secondary suites in multi-residential districts	✓	<b>√</b>	✓	✓			
5.	Landscaping rules in H-GO	✓	✓	✓	✓			
6.	Fence rules in R-CG	✓						
	Clearer Languag	е						
7.	Textual clarity for notification of decision for development permits	✓		✓				
8.	Textual error in 1126 (3)	✓						
9.	Removal of expired text	✓						
	Business Flexibili	ity						
10.	Overnight stays in health care services		<b>√</b>	✓				
11.	Update to the special function – class 1 use	✓		✓				
	Child Care Service	e						
12.	Removing the requirement for a land use amendment and public hearing for child-care service in an existing building		✓	✓				

#### 1. Rear setback rule in R-G

#### Issue:

The Bylaw requires that a secondary suite in the Residential - Low Density Mixed Housing (R-G) (R-Gm) District provide one motor vehicle parking stall. This stall may be in the garage or on the driveway. If the parking stall is in the front driveway the existing rear building setback rules are inadvertently resulting in an applicant having to apply for a development permit for a relaxation on the setback distance.

#### **Proposed Solution:**

Remove unnecessary language in the rear setback rule describing the location of the required parking stall. Parking for the suite will still be required and can continue to be provided in either the garage or driveway and be subject to all other relevant rules.

#### Land Use Bylaw sections or districts impacted by the amendment:

Residential - Low Density Mixed Housing (R-G) (R-Gm) District.

# 2. Aligning parcel coverage and private garage rules in H-GO and R-CG Issue:

When required motor vehicle parking stalls are not provided in a private garage the Bylaw reduces the allowable parcel coverage on the parcel to ensure there is sufficient space on the parcel for a garage to be built in the future.

Currently the Housing – Grade Oriented (H-GO) District rules and the Residential – Grade-Oriented Infill (R-CG) District have different rules for this situation.

#### **Proposed Solution:**

Amend the H-GO district to align with the R-CG district. This change creates consistency across districts and does not change or reduce the required parking stalls that are provided for the development.

#### Land Use Bylaw sections or districts impacted by the amendment:

Housing - Grade Oriented (H-GO) District.

#### 3. Mobility storage lockers

#### Issue:

The Bylaw requires that developments within the Residential – Grade-Oriented Infill (R-CG) District and the Housing – Grade Oriented (H-GO) District provide mobility storage lockers when units or suites are not provided with a parking stall in a private garage. These facilities allow for a secure place to store mobility vehicles like bikes and e-scooters. Administration has learned that required fireproofing has created an unexpected cost that is creating a barrier to delivering housing.

#### **Proposed Solution:**

Remove the requirement for mobility storge lockers as this requirement is resulting in undue costs for the construction of more housing. A comprehensive review of bike parking is underway as part of the new Zoning Bylaw to ensure better outcomes for residents and home builders.

#### Land Use Bylaw sections or districts impacted by the amendment:

Housing – Grade Oriented (H-GO) District and the Residential – Grade-Oriented Infill (R-CG) District.

# 4. Secondary suites in multi-residential districts lssue:

Occasionally in multi-residential districts low-density residential development occurs such as the construction of a single-detached dwelling, or additions to an existing home. In those instances, the development is guided by the low-density residential rules rather than the multi-residential rules. However, if that single-detached dwelling were to also include a secondary suite, there is currently a Bylaw discrepancy that would require the suite to follow the multi-residential rules rather than the low-density rules.

#### **Proposed Solution:**

Amend the multi-residential district rules to clarify that a secondary suite when combined with low-density residential development located in a multi-residential district uses the low-density residential rules.

#### Land Use Bylaw sections or districts impacted by the amendment:

All Multi-Residential Land Use Districts.

### 5. Landscaping Rules in H-GO

#### Issue:

The Housing – Grade Oriented (H-GO) District currently has one set of landscaping rules that apply to all types of developments in the district. Developments of two units or less, are currently subject to landscaping requirements that are unnecessarily complex relative to the development.

#### **Proposed Solution:**

Amend the H-GO district that would allow for development for two or less units to follow the typical landscaping rules for single and semi-detached dwellings.

#### Land Use Bylaw sections or districts impacted by the amendment:

Housing - Grade Oriented (H-GO) District.

#### Fence rules in R-CG

#### Issue:

Fencing rules in the Residential – Grade-Oriented Infill (R-CG) District are inconsistent with the other low-density residential districts in the Bylaw.

#### **Proposed Solution:**

Amend the R-CG district so that all development except rowhouses follow the same fence rules.

#### Land Use Bylaw sections or districts impacted by the amendment:

Residential – Grade-Oriented Infill (R-CG) District.

# 7. Textual clarity for notification of decision for development permits Issue:

The Bylaw does not state that the required advertising for a permitted use development permit that does not meet the rules of the Bylaw can be done online.

The Bylaw references a 21 day "appeal period" however the Municipal Government Act regulates the "appeal period" and is subject to change by the Province. Changes by the Province would require subsequent Bylaw amendments.

#### **Proposed Solution:**

Amend the Bylaw to allow permitted use development permits that do not meet the rules of the Bylaw to be advertised online, and remove the reference to the 21 day appeal period.

#### Land Use Bylaw sections or districts impacted by the amendment:

Part 2, Division 4, section 34, and Part 2, Division 5, section 39

#### 8. Textual error in sections 1126 (3)

#### Issue:

Section 1126 (3) incorrectly includes the word "gross" before "floor area ratio."

#### **Proposed Solution:**

Delete the word "gross".

#### Land Use Bylaw sections or districts impacted by the amendment:

Centre City Multi-Residential High Rise (CC-MH) District

#### 9. Removal of expired text

#### Issue:

In response to a cannabis license moratorium from Alberta Gaming, Liquor and Cannabis (AGLC), a temporary rule allowing for the extension of the commencement date for development permits to be extended was added to the Bylaw. The rule has since expired and is no longer needed.

#### **Proposed Solution:**

Delete the rule to remove unnecessary text.

#### Land Use Bylaw sections or districts impacted by the amendment:

Part 2, Division 6, section 44 (8.1).

# 10. Overnight stays in health care services Issue:

The Bylaw does not allow health care service uses, such as a birthing centre or a facility conducting sleep studies, overnight stays for their patients. To allow this, a land use change for a direct control and a public hearing are required. This uncertain process is time consuming and expensive for these businesses.

#### **Proposed Solution:**

Amend the definition of health care service to allow for overnight stays of patients for medical purposes.

#### Land Use Bylaw sections or districts impacted by the amendment:

Proposed change to the definition of Health Care Services.

### 11. Update to the special function – class 1

#### Issue:

The definition of special function - class 1 limits the type of temporary events it allows.

#### **Proposed Solution:**

Amend the definition of special function – class 1 to include "neighbourhood activation" to allow for more flexibility in the types of events that can occur.

#### Land Use Bylaw sections or districts impacted by the amendment:

Proposed change to the defined use of Special Function – Class 1.

# 12. Removing the requirement for a land use amendment and public hearing for child-care service in an existing building Issue:

Currently if a child-care service wants to locate in a low-density residential district a land use change for a direct control district and a public hearing is required. This process is required for both the construction of a new building and for a child-care service to locate in an existing approved building. This uncertain process is time consuming and expensive for businesses.

#### **Proposed Solution:**

Amend the Bylaw to allow a child-care service as a discretionary use in existing approved buildings in the low-density residential districts. The construction of a new building for a child-care service will still require a land use change and public hearing.

The <u>Child Care Service Policy and Development Guidelines</u> will be used during the review of the discretionary development permit application. Allowing child-care service as a discretionary use in these districts makes it easier to locate this service within the neighbourhoods they serve.

#### Land Use Bylaw sections or districts impacted by the amendment:

Residential – Grade-Oriented Infill (R-CG) District, the Residential - Low Density Mixed Housing (R-G) (R-Gm) District and the Housing – Grade Oriented (H-GO) District.

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ISC:UNRESTRICTED

# Proposed Amendments to Land Use Bylaw 1P2007 Redline Copy

### **Enabling Housing**

Rear setback rule in R-G

- **547.12** (1) Unless otherwise referenced in subsections (2), (3) or (4) the minimum *building setback* from a *rear property line* is 7.5 metres.
  - (2) On a laneless parcel the minimum building setback from a rear property line is 5.0 metres. where all the required motor vehicle parking stalls are provided in a private garage.
  - (3) The minimum **building setback** from a **rear property line** shared with a **carriage house lot** is 1.2 meters. where all the required **motor vehicle parking stalls** are provided in a **private garage**.
  - (4) On a *laned parcel* the *minimum building setback* from a *rear property line* shared with a *lane* is 0.6 metres. where all the required motor vehicle parking stalls:
    - (a) are provided in a private garage; and
    - (b) have direct, individual access to the lane.
  - (5) For a *development* subject to subsection (4) the provisions referenced in section 338 regarding projections into the *rear setback area* do not apply.
  - (6) For a *development* subject to subsection (4) eaves may project 0.3 metres into the *rear setback area*.

Aligning parcel coverage and private garage rules in H-GO and R-CG

- (1) Unless otherwise referenced in subsection (2), the maximum cumulative building coverage over all the parcels subject to a single development permit containing one or more Dwelling Units is:
  - (a) 45.0 per cent of the area of the *parcels* subject to a single *development permit* for a *development* with a *density* of less than 40 *units* per hectare;
  - (b) 50.0 per cent of the area of the *parcels* subject to a single *development permit* for a *development* with a *density* 40 *units* per hectare or greater and less than 50 *units* per hectare;

- (c) 55.0 per cent of the area of the *parcels* subject to a single *development* permit for a *development* with a *density* of 50 *units* per hectare or greater and less than 60 *units* per hectare; or
- (d) 60.0 per cent of the area of the *parcels* subject to a single *development permit* for a *development* with a *density* of 60 *units* per hectare or greater.
- (2) The maximum *parcel coverage* referenced in subsection (1), must be reduced by 21.0 square metres for each *motor vehicle parking stall* provided on a *parcel* that is not located in a *private garage*.
- (2) The maximum *parcel coverage* referenced in subsection (1), must be reduced by:
  - (a) 21.0 square metres where one **motor vehicle parking stall** is required on a **parcel** that is not located in a **private garage**; and
  - (b) 19.0 square metres for each required *motor vehicle parking stall* that is not located in a *private garage* where more than one *motor vehicle parking stall* is required on a *parcel*.
- (3) In all other cases, the maximum *parcel coverage* is 45.0 per cent.

#### Mobility storage lockers

- 13 (90.3) "Mobility storage locker" means a secure building, or portion of a building, that:
  - (a) has a door with minimum width of 0.9metres that has direct access to grade;
  - (b) has a minimum length of 2.8 metres;
  - (c) has a minimum width of 1.2 metres; and
  - (d) has a minimum height of 1.8 metres.

#### **Mobility Storage**

- 546.1 (1) The minimum number of mobility storage lockers is calculated based on the sum of all units and suites at a rate of 0.5 lockers per unit or suite where a unit or suite is not provided a motor vehicle parking stall located in a private garage.
  - (2) Notwithstanding subsection (1), there is no requirement for *mobility storage lockers* for *parcels* with two or less **Dwelling Units.**
- 546.2 (1) The minimum number of bicycle parking stalls class 1 is calculated based on the sum of all units and suites at a rate of 1.0 stall per unit or suite where a unit or suite is not provided a motor vehicle parking stall located in a private garage. or mobility storage locker.

#### **Mobility Storage**

- 1412 The minimum number of *mobility storage lockers* is calculated based on the sum of all *units* and *suites* at a rate of 0.5 lockers per *unit* or *suite* where a unit or suite is not provided a *motor vehicle parking stall* located in a *private garage*.
- 1413 The minimum number of *bicycle parking stalls class 1* is calculated based on the sum of all *units* and *suites* at a rate of 1.0 stall per *unit* or *suite* where a *unit* or *suite* is not provided a *motor vehicle parking stall* located in a *private garage*. or *mobility storage* locker.

Secondary Suites in multi-residential districts

- **573** Any of the following uses must comply with the rules of the R-CG District that apply to such *development:* 
  - (a) Accessory Residential Building that is not combined with a Multi-Residential Development;
  - (b) Backyard Suite;
  - (c) **Duplex Dwelling**;
  - (d) Secondary Suite that is not combined with a Multi-Residential Development;
  - (e) Semi-detached Dwelling; or
  - (f) Single Detached Dwelling.

#### Landscaping Rules in H-GO

- 1402 (1) Landscaped areas must be provided in accordance with a landscape plan approved by the Development Authority.
  - (1) For *developments* of three *units* or more, *landscaped areas* must be provided in accordance with a landscape plan approved by the *Development Authority*
  - **(1.1)** For *developments* of two *units* or less the General Landscaping Rules of Section 346.1 apply.
  - (2) All areas of a *parcel*, except for those portions specifically required for motor vehicle access, *motor vehicle parking stalls*, *loading stalls*, garbage facilities, or any purpose allowed by the *Development Authority*, must be a *landscaped area*.
  - (3) All **setback areas adjacent** to a **street**, except for those portions specifically required for motor vehicle access, must be a **landscaped area**.
  - (4) Amenity space provided outdoors at grade must be included in the calculation of a landscaped area.

- (5) Any part of the *parcel* used for motor vehicle access, *motor vehicle parking stalls*, *loading stalls* and garbage or recycling facilities must not be included in the calculation of a *landscaped area*.
- (6) A minimum of 30.0 per cent of the *landscaped area* must be covered with *soft surfaced landscaping*.
- (7) All **soft surfaced landscaped area** must be irrigated by an underground irrigation system, unless otherwise provided by a **low water irrigation system**.
- (8) Mechanical systems or equipment that are located outside of a **building** must be **screened**.
- (9) The landscaped areas shown on the landscape plan approved by the Development Authority must be maintained on the parcel for so long as the development exists.

#### Fence rules in R-CG

#### **Fences**

**540.1** The height of a *fence* above at any point along a *fence* line must not exceed 1.2 metres for any portion of a *fence* extending between the foremost front façade of the immediately adjacent *main residential building* and the *front property line*.

#### **Fences for Rowhouse Buildings**

- **540.1** For a **Rowhouse Building**, the height of a **fence** above **grade** at any point along a **fence** line must not exceed:
  - (a) 1.2 metres for any portion of a *fence* extending between the foremost front façade of the immediately adjacent *main residential building* and the *front property line*;
  - (b) 2.0 metres in all other cases; and
  - (c) 2.5 metres at the highest point of a gate that is not more than 2.5 metres in length.

### Clearer Language

Textual clarity for notification of decision for development permits

**34 (1)** After approving a **development permit** application for a **permitted use** that does not comply with all **ef** the applicable requirements and rules of this Bylaw, the **Development Authority** must:

- (a) publish a notice online for the public stating the location and **use** of the **parcel** for which the application has been approved; and
- (b) endorse the **development permit** as of the date of the decision, but must not release the permit to the applicant:
  - (i) before the 21 day appeal period referred to in the *Municipal Government*Act has expired; or
  - (ii) in the case of an appeal to the Appeal Body, filed within the appeal period, until such time as the appeal has been fully dealt with by the Appeal Body, or the Alberta Court of Appeal in the case of an appeal or leave to appeal of a decision of the Appeal Body, or the appeal has been withdrawn or abandoned.
- **39 (1)** After approving a **development permit** application for a **discretionary use**, the **Development Authority** must:
  - (a) publish a notice online for the public stating the location and **use** of the **parce**l for which the application has been approved; and
  - (b) endorse the **development permit** as of the date of the decision, but must not release the permit to the applicant:
    - (i) before the 21 day appeal period referred to in the *Municipal Government*\*\*Act has expired; or
    - (ii) in the case of an appeal to the Appeal Body, filed within the appeal period, until such time as the appeal has been fully dealt with by the Appeal Body, or the Alberta Court of Appeal in the case of an appeal or leave to appeal of a decision of the Appeal Body, or the appeal has been withdrawn or abandoned.

### Textual error in 1126 (3)

1126 (3) Unless otherwise referenced in subsections (1) to (2), where a *development* provides *units* with three or more bedrooms in the form of Assisted Living, Dwelling Units, Live Work Units or Multi-Residential Development, the *Development Authority* may exclude the three or more bedroom units from the gross floor area ratio calculation, up to a maximum of 15 per cent of the total units in the *development*.

#### Removal of expired text

- **44(8.1)** Notwithstanding 44(8)(a), the **General Manager** may grant a request to extend the date before which **development** must commence for a change of <u>use</u> to a **Cannabis Store** solely for the purposes of accommodate a moratorium on the issuance of licenses from the Province, provided:
  - (a) no more than two extensions are granted for any development permit;
  - (b) the length of the extension is up to one year;
  - (c) the request is made in writing on a form approved by the *General Manager* and must be submitted with the fee as prescribed by resolution of *Council*; and
  - (d) the request is granted prior to the development permit lapsing.
  - (8.2) Subsection (8.1) remains in effect until December 31, 2021.

### **Business Flexibility**

Overnight stays in health care services

#### 204 "Health Care Service"

- (a) means a **use** that provides physical and mental health services on an out-patient basis. Services may be of a preventative, diagnostic, treatment, therapeutic, rehabilitative, or counselling nature;
- (a) means a **use** that provides physical and mental health services for both inpatient and outpatient care. Services may be preventative, diagnostic, treatment, therapeutic, rehabilitative, or counselling nature;
- (b.1) allows for the recovery from surgical services or other medical treatment which may include overnight stays where the *use*:
  - (i) is not located within those areas identified in the Calgary International Airport

Vicinity Protection Area Regulation as falling within Noise Exposure Forecast contours 30-40+; and

- (ii) does not include emergency, intensive, or long-term care.
- (c) is a **use** within the Care and Health Group in Schedule A to this Bylaw;
- (d) does not require *bicycle parking stalls class 1*; and
- (e) requires a minimum of 1.0 *bicycle parking stalls class 2* per 250.0 square metres of *gross usable floor area*.

Update to the special function – class 1 use

#### 308 "Special Function – Class 1"

- (a) means a **use** where temporary structures are erected on a **parcel**:
  - (i) that allow for an education, recreational, sporting, social, and worship event that includes, but is not limited to a wedding, circus, birthday, neighbourhood activation, trade show and ceremony; or
  - (ii) that allow an existing approved **use** to expand within the parcel that includes, but is not limited to a grand opening, customer appreciation event, staff appreciation event and sale;

- (b) means a **use** that may allow for the provision of entertainment or the sale and consumption of liquor but does not include a **Special Function Class 2**;
- (c) is a **use** within the Subordinate Use Group in Schedule A to this Bylaw;
- (d) may only be located on a **parcel**, excluding the time used to erect and dismantle the temporary structures, for a maximum of:
  - (i) 60 consecutive days; and
  - (ii) 120 cumulative days in a calendar year;
- (f) has a maximum height for covered temporary structures of one **storey**;
- (g) may be temporarily located on any part of the *parcel*, other than a *corner visibility triangle*;
- (h) does not require motor vehicle parking stalls; and
- (i) does not require *bicycle parking stalls class 1* or *class 2*.

### **Child Care Service**

Removing the requirement for a public hearing for child-care service in an existing building

- The following is an additional **discretionary use** where located within an existing approved **building**:
  - (a) Child Care Service.
- 547.2 (1) The following uses are *discretionary uses* in the Residential Low Density Mixed

**Housing District:** 

- (a) Addiction Treatment;
- (b) Assisted Living;
- (c) Bed and Breakfast;
- (d) **Community Entrance Feature**;
- (e) Cottage Housing Cluster;
- (f) Custodial Care;
- (g) **Deleted 28P2021**
- (h) Home Occupation Class 2;
- (i) Place of Worship Small;
- (i) Power Generation Facility Small;
- (k) Residential Care;
- (I) Sign Class B;
- (m) Sign Class C;
- (n) Sign Class E;
- (o) Temporary Residential Sales Centre; and
- (p) Utility Building.
- 547.2 (2) The following is an additional **discretionary use** where located within an existing approved **building**:

...

- (a) Child Care Service.
- **1388 (1)** The following uses are *discretionary uses* in the Housing Grade Oriented District:
  - (a) Addiction Treatment;
  - (b) Assisted Living;
  - (c) **Bed and Breakfast**;
  - (d) **Community Entrance Feature**;
  - (e) Custodial Care;
  - (f) Home Occupation Class 2;

- Live Work Unit; (g)
- Place of Worship Small; (h)
- Power Generation Facility Small; (i)
- Residential Care; (j)
- Sign Class B; (k)
- Sign Class C; Sign Class E; (l)
- (m)
- Temporary Residential Sales Centre; and (n)
- **Utility Building.** (o)
- 1388 (2) The following is an additional discretionary use where located within an existing approved **building**:
  - **Child Care Service.** (a)

### Summary of CPC Closed Session

On 2025 February 27, a closed session was held with Calgary Planning Commission for members to provide feedback to the project team on draft proposed amendments to Land Use Bylaw 1P2007. Feedback from the session was considered and incorporated, where possible, in the proposed amendments. Comments and feedback received during the closed session have been summarized as follows:

#### Driveways located wholly on the parcel

- Ensure that the vehicle for the secondary suite is not blocking the sidewalk.
- Consider applying the draft rule more broadly in the Land Use Bylaw.

#### Rear setback rule in the R-G District

- Requested additional review into the history of the existing rule.
- Look into tandem parking and see if it can be applied more broadly.

#### Aligning parcel coverage and private garage rules in H-GO and R-CG

- Preference to remove all parking requirements instead of the parcel coverage rules.

#### Mobility storage lockers

- Confirmed that Class 1 bike parking would still be required even if the requirement for mobility storage lockers is removed.
- Concerns with removing the requirement for mobility storage lockers given public investments in infrastructure for biking and other active transportation modes.
- Desire for the rule to be removed.

#### Corner parcel side setback rules in R-CG

- Request to ensure there are no building code implications that would be created by the amendment.

#### Secondary Suites in multi-residential districts

- Confirmed that this amendment would only apply to low-density residential development that includes a secondary suite.

#### Removing the requirement for a public hearing for child-care service in an existing building

- Discussion around the decision to include child care service only in existing buildings, some comments that the use should be allowed more broadly.
- Confirmed that the locational criteria within the Child Care Service Policy and Development Guidelines are not changing as part of this amendment

#### Fence rules in R-CG

- Clarification around the intent of the amendment and what is proposed to be changed.

#### Overnight stays in health care services

- Discussion around enabling innovative uses in industrial areas especially ones located in the Airport Vicinity Protection Area.

Textual error in sections 1126 (3)
- Clarification around the scope of the amendment and different land use bylaw terms for gross floor area and floor area ratio.



# Land Use Bylaw Housekeeping Amendments

IP2025-0251 April 2, 2025



### Recommendation

That the Infrastructure and Planning Committee:

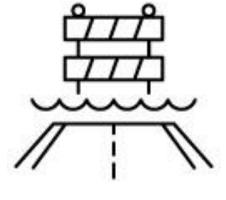
- 1. Forward this report to the 2025 May 6 Public Hearing Meeting of Council; and
- 2. Recommend that Council:
  - a) Give three readings to the proposed amendments to the Land Use Bylaw 1P2007 (Attachment 2); and
  - b) Adopt, by resolution, the proposed amendments to the Child Care Service Policy and Development Guidelines (Attachment 3).



# **Benefits of the Amendments**

Consistency & Clarity





Reducing barriers

**Efficiency** 





**Enabling Housing** 



# **Enabling Housing**

# **Proposed Amendments**

- 1. Rear setback rule in R-G
- 2. Aligning parcel coverage and private garage rules in H-GO and R-CG
- 3. Mobility storage lockers
- 4. Secondary suites in multi-residential districts
- 5. Landscaping rules in H-GO
- 6. Fence rules in R-CG

ISC: Unrestricted Land Use Bylaw Housekeeping Amendments



# **Consistency & Clarity**

## **Proposed Amendments**

- 7. Textual clarity for notification of decision for development permits
- 8. Textual error in 1126 (3)
- 9. Removal of expired text

ISC: Unrestricted Land Use Bylaw Housekeeping Amendments



## **Proposed Amendments**

- 10. Overnight stays in health care services
- 11. Update to the special function class 1 use





# **Efficiency & Reducing Barriers**

### **Proposed Amendments**

12. Removing the requirement for a land use amendment and public hearing for child-care service in an existing building

ISC: Unrestricted Land Use Bylaw Housekeeping Amendments



### Recommendation

That the Infrastructure and Planning Committee:

- 1. Forward this report to the 2025 May 6 Public Hearing Meeting of Council; and
- 2. Recommend that Council:
  - a) Give three readings to the proposed amendments to the Land Use Bylaw 1P2007 (Attachment 2); and
  - b) Adopt, by resolution, the proposed amendments to the Child Care Service Policy and Development Guidelines (Attachment 3).

ISC: UNRESTRICTED

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

#### **West Elbow Communities Local Area Plan**

#### **PURPOSE**

This report seeks approval of the proposed West Elbow Communities Local Area Plan (the Plan).

#### PREVIOUS COUNCIL DIRECTION

At the 2021 February 08 Combined Meeting of Council, Council approved the City Planning and Policy Priorities and Workplan Report 2021 (PUD2021-0046). Within this report, the West Elbow Communities Local Area Plan was identified as "West Elbow – Areas 2 and 3 Multi-Community Plan" and was provided a start date of 2020 Q1 and an end date of 2022 Q4. The project initially launched in 2019 however, the COVID-19 pandemic resulted in the project being put on hold. The project was re-launched in Spring 2023.

ISC: UNRESTRICTED

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

#### **West Elbow Communities Local Area Plan**

### **RECOMMENDATION(S):**

That Infrastructure and Planning Committee:

1. Forward this Report to the 2025 May 06 Public Hearing Meeting of Council; and

That Infrastructure and Planning Committee recommend that Council:

- 2. Give three readings to the proposed bylaw, the proposed West Elbow Communities Local Area Plan and repeal the Bylaw 13P81 Bankview Area Redevelopment Plan, Bylaw 2P93 Cliff Bungalow Area Redevelopment Plan, Bylaw 15P84 Erlton Area Redevelopment Plan, Bylaw 20P82 Lower Mount Royal Area Redevelopment Plan, Bylaw 3P2014 Marda Loop Area Redevelopment Plan, Bylaw 12P2004 Mission Area Redevelopment Plan, Bylaw 17P85 Richmond Area Redevelopment Plan, Bylaw 13P86 South Calgary/Altadore Area Redevelopment Plan, Bylaw 13P82 Sunalta Area Redevelopment Plan, and Bylaw 7P96 Upper Mount Royal Area Redevelopment Plan (Attachment 2);
- 3. Give three readings to the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas (Attachment 7);
- 4. RESCIND by resolution the CFB East Community Plan.

# RECOMMENDATION OF THE INFRASTRUCTURE AND PLANNING COMMITTEE, 2025 APRIL 2:

That Council:

- 1. Give three readings to Proposed Bylaw 42P2025, the proposed West Elbow Communities Local Area Plan and repeal the Bylaw 13P81 Bankview Area Redevelopment Plan, Bylaw 2P93 Cliff Bungalow Area Redevelopment Plan, Bylaw 15P84 Erlton Area Redevelopment Plan, Bylaw 20P82 Lower Mount Royal Area Redevelopment Plan, Bylaw 3P2014 Marda Loop Area Redevelopment Plan, Bylaw 12P2004 Mission Area Redevelopment Plan, Bylaw 17P85 Richmond Area Redevelopment Plan, Bylaw 13P86 South Calgary/Altadore Area Redevelopment Plan, Bylaw 13P82 Sunalta Area Redevelopment Plan, and Bylaw 7P96 Upper Mount Royal Area Redevelopment Plan (Attachment 2);
- 2. Give three readings to **Proposed Bylaw 43P2025** for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas (Attachment 7); and
- 3. RESCIND by resolution the CFB East Community Plan

Excerpt from the Minutes of the Regular Meeting of the Infrastructure and Planning Committee, 2025 April 2:

- Revised Attachment 7;
- A Package of Public Submissions;

<sup>&</sup>quot;The following documents were distributed with respect to Report IP2025-0281:

ISC: UNRESTRICTED

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

#### **West Elbow Communities Local Area Plan**

- A document entitled "WELAP IPC Meeting April 2, 2025 Feedback from Cam Kernahan";
- A document entitled "WEST ELBOW LAP";
- A presentation entitled "Request to change the proposed Urban Form and Building Scale for the area on 10th Avenue which is West of the Crowchild Trail (10WofC) in the West Elbow Local Area Plan (WELAP);
- Revised Map 3: "Urban Form"; and
- Revised Map 4: "Building Scale".

. . . .

#### Moved by Councillor Walcott

That with respect to Report IP2025-0281, Attachment 2 be amended, as follows:

- Amend Map 3 entitled 'Urban Form' and replace it with the revised Map 3 entitled 'Urban Form' as shown in Schedule A to change those areas identified as 'Industrial General' on 10 Avenue SW west of 19 Street SW, to 'Neighbourhood Flex' with the 'Industrial Transition' modifier and by deleting the 'Industrial General' category from the legend;
- Amend Map 4 entitled 'Building Scale' and replace it with the revised Map 4 entitled 'Building Scale' as shown in Schedule B to change those areas identified as 'No Scale Modifier' on 10 Avenue SW west of 19 Street SW, to 'Low-modified (up to 4 Storeys)' west of Crowchild Trail SW and 'Low (up to 6 Storeys)' east of Crowchild Trail SW;
- 3. In Section 2.2 Urban Form Categories, amend the "Urban Form Categories" graphic to remove the "Industrial" category, including the "Industrial General" portion;
- 4. Delete Figure 5 and renumber figures and figure references accordingly; and
- 5. Delete Section 2.2.3 Industrial in its entirety, and renumber subsequent sections accordingly.

For: (10): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Spencer, Councillor Wyness, Councillor McLean, Councillor Penner, Councillor Walcott, and Councillor Wong

**MOTION CARRIED** 

#### **Moved by** Councillor Walcott

That with respect to Report IP2025-0281, Attachment 2 be amended, as follows:

1. Delete policy 2.5.2.3(e) and renumber subsequent policies accordingly.

For: (10): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Spencer, Councillor Wyness, Councillor McLean, Councillor Penner, Councillor Walcott, and Councillor Wong

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

#### **West Elbow Communities Local Area Plan**

ISC: UNRESTRICTED

**MOTION CARRIED** 

#### Moved by Councillor Penner

That with respect to Report IP2025-0281, the following be approved, as amended:

That Infrastructure and Planning Committee:

1. Forward this Report to the 2025 May 06 Public Hearing Meeting of Council; and

That Infrastructure and Planning Committee recommend that Council:

- 2. Give three readings to the proposed bylaw, the proposed West Elbow Communities Local Area Plan and repeal the Bylaw 13P81 Bankview Area Redevelopment Plan, Bylaw 2P93 Cliff Bungalow Area Redevelopment Plan, Bylaw 15P84 Erlton Area Redevelopment Plan, Bylaw 20P82 Lower Mount Royal Area Redevelopment Plan, Bylaw 3P2014 Marda Loop Area Redevelopment Plan, Bylaw 12P2004 Mission Area Redevelopment Plan, Bylaw 17P85 Richmond Area Redevelopment Plan, Bylaw 13P86 South Calgary/Altadore Area Redevelopment Plan, Bylaw 13P82 Sunalta Area Redevelopment Plan, and Bylaw 7P96 Upper Mount Royal Area Redevelopment Plan (Amended Attachment 2);
- 3. Give three readings to the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas (Attachment 7); **and**
- 4. Rescind by resolution the CFB East Community Plan.

For: (8): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Spencer, Councillor Wyness, Councillor McLean, Councillor Penner, and Councillor Walcott

Against: (2): Councillor Chu, and Councillor Wong

MOTION CARRIED"

#### **GENERAL MANAGER COMMENTS**

General Manager Debra Hamilton concurs with this report. The proposed Local Area Plan provides a clear vision that will guide future growth and change across the West Elbow Communities. The Plan also supports the implementation of Home is Here: The City of Calgary's Housing Strategy.

#### **HIGHLIGHTS**

- The Plan sets the vision for the evolution of a group of communities over the next 30 years, providing direction on future development and investments that existing and future residents, landowners, builders / developers, city departments and Council can refer to as a guide for new development.
- The Plan provides guidance and direction on growth and change to 16 communities: Altadore, Bankview, Cliff Bungalow, Elbow Park, Erlton, Garrison Woods, Lower Mount Royal, Mission, Rideau Park, Roxboro, Scarboro, South Calgary, Sunalta, Upper Mount

ISC: UNRESTRICTED

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

#### **West Elbow Communities Local Area Plan**

Royal, the portion of North Glenmore Park north of Glenmore Trail SW and the portion of Richmond east of Crowchild Trail SW.

- The Plan includes six main streets: 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 14
   Street SW, 4 Street SW and Macleod Trail S, two LRT stations: Sunalta LRT Station and
   Erlton LRT Station as well as four MAX BRT stations: 17 Avenue SW, 26 Avenue SW,
   Marda Loop and 54 Avenue SW, all located on Crowchild Trail SW.
- Major institutions located in the West Elbow Communities include the Richmond Road Diagnostic and Treatment Centre (the former Children's Hospital) and the Military Museums.
- Calgarians will benefit from key moves in the Plan, including supporting and respecting
  historic places and spaces, enhancing parks, open spaces and natural areas, providing
  more daily needs and amenities within walking distance, improving mobility in and
  around the area and increasing housing choices for people.
- The Plan aligns with Council's priority to modernize local area planning by applying consistent policies across multiple communities that share common amenities and infrastructure.

#### DISCUSSION

The Plan area includes sixteen communities in the SW quadrant of Calgary. While each community has its own individual boundaries, the West Elbow Communities share common amenities, public and transit infrastructure, natural areas, regional and neighbourhood parks, and schools. The proposed Plan (Attachment 2) supports and enables existing and future residents and businesses, providing development policies and identifying community improvements for future investment.

The Plan seeks to create opportunities to address the changing needs of people of different age groups, abilities, and lifestyles by supporting additional and more diverse housing options in key locations such as transit station areas, Main Streets, community corridors, and along the Primary Transit Network. Increased housing options will allow people to age in place and can help attract new residents with various lifestyles, ultimately supporting local schools, businesses, and amenities.

The Plan's future growth concept identifies strategic growth areas and specific development policies for main streets and transit station areas, which are envisioned to accommodate the greatest intensities of growth in the Plan area.

Heritage Guideline Areas were identified using Council-approved criteria that are applied consistently across Calgary. Heritage Guidelines will direct that new development within identified Heritage Guideline Areas is contextually sensitive and consistent with existing heritage assets. Amendments to Land Use Bylaw 1P2007 are necessary to enable implementation of the Heritage Guidelines (Attachment 7) by making all applications for new development in Heritage Guideline Areas discretionary development permit applications. These amendments to the Land Use Bylaw maps attached as Schedule "A" as the Heritage Guidelines, which outline the location of Heritage Guideline Areas.

A detailed Background and Planning Evaluation can be referenced in Attachment 3.

ISC: UNRESTRICTED

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

#### **West Elbow Communities Local Area Plan**

#### **EXTERNAL ENGAGEMENT AND COMMUNICATION**

$\boxtimes$	Public engagement was undertaken	$\boxtimes$	Dialogue with interested parties was undertaken
	Public/interested parties were informed		Public communication or
			engagement was not required

#### **Engagement Overview**

The proposed Plan was developed over two years using a phased engagement approach to advance local area planning in these communities. Public input gathered through an extensive engagement and communications plan identified opportunities, challenges, and solutions to guide growth and change in this area. A working group that consisted of representatives from community associations, residents, and industry met a total of eight times and provided detailed feedback through each phase of engagement. A separate heritage working group met a total of five times and provided feedback on the Heritage Guideline Areas policy. In addition, engagement sessions were held with community associations and targeted groups including Mount Royal University and University of Calgary students. A detailed description of the project's Engagement Summary is found in Attachment 4.

#### Calgary Planning Commission (CPC) Workshop

A closed session workshop with CPC was held on 2024 July 25. The workshop focused on the draft Plan including the Urban Form and Building Scale maps, development policies supporting growth, and community improvements. There was general support of the draft Plan and the feedback provided informed subsequent revisions. Attachment 6 provides a summary of themes from the workshop and Administration's response.

#### **IMPLICATIONS**

#### Social

The Plan includes policies and community improvements that provide direction to the West Elbow Communities to further develop into a well-connected area that supports recreation, economic activity, and livability. These improvements foster inclusive and vibrant mixed-use spaces that focus on the area's six Main Streets and six transit stations. The Plan supports housing choices centered around these areas to ensure existing and future residents can find housing in the Plan area that meets their changing needs.

#### **Environmental**

The Plan includes direction for greenhouse gas reductions and climate resiliency. It provides development policies for net zero or net zero ready buildings, natural infrastructure, and water, encouraging more efficient buildings, renewable energy generation, and improved physical and natural infrastructure. The Plan also includes policies to support expansion of the tree canopy and sets goals to increase the canopy to 21% by 2030, 22% by 2040, and 23% by 2050, through retention of the existing canopy and planting new trees. In addition, the Plan explores opportunities to invest in the preservation, restoration, and enhancements of natural areas while enhancing natural area connectivity within the ecological network. Removing barriers and encouraging redevelopment in established neighbourhoods makes efficient use of existing

ISC: UNRESTRICTED

Planning & Development Services Report to Infrastructure and Planning Committee 2025 April 02

#### **West Elbow Communities Local Area Plan**

infrastructure and brings people closer to services and amenities, resulting in reduced greenhouse gas emissions.

#### **Economic**

The Plan will enable a more active and vibrant urban environment by promoting a compact urban form and enhancing the efficient use of existing infrastructure, including LRT and MAX BRT lines. It will also support the economic activities of the area's Main Streets. By supporting a range of local and regional commercial opportunities and expanding housing types within the nodes, corridors, transit station areas and Main Streets, the Plan will strengthen the local economy and provide more housing options for visitors, residents, students, and workers in the Plan area.

#### **Service and Financial Implications**

No anticipated financial impact

#### **RISK**

Over the past two years, there has been significant investment from The City and members of the public, the working group, community associations, interested groups, and industry towards creating the proposed Plan. This input has guided decisions about how and where new development and community investment and improvements make sense in the communities. If the proposed Plan is not approved, communities will continue to redevelop under the guidance of no or older Area Redevelopment Plans which have undergone numerous amendments, leading to unpredictability and uncertainty, eroding community trust.

#### ATTACHMENT(S)

- 1. Previous Council Direction
- 2. Proposed Bylaw 42P2025
- 3. Background and Planning Evaluation
- 4. Final Engagement Summary
- 5. Lessons Learned
- 6. Calgary Planning Commission Review
- 7. Proposed Bylaw 43P2025
- 8. Presentation
- 9. Public Submissions
- 10. Public Submissions received at Committee

#### **Department Circulation**

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning & Development Services	Approve
Teresa Goldstein	Community Planning	Approve

Authors: E. Goldstrom, P. Schryvers, N. Soriano, Community Planning

City Clerks: J. Palaschuk / J. Booth

### **Previous Council Direction**

### Context

The West Elbow Communities Local Area Plan is part of the Local Area Planning Program which seeks to update and modernize local area plans in Calgary.

### **Previous Council Direction**

The table below provides details of Council direction since 2021 that have guided Administration's work on the West Elbow Communities Local Area Plan proposed in this report.

#### **Timeline of Previous Council Direction**

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
2021 February 08	PUD2021- 0046	At the 2021 February 08 Combined Meeting of Council, Council approved the City Planning and Policy Priorities and Workplan Report 2021 (PUD2021-0046). Within this report, the West Elbow Communities Local Area Plan was identified as "West Elbow – Areas 2 and 3 Multi-Community Plan" and was provided a start date of Q1 2020 and an end date of Q4 2022.
		The project initially launched in 2019 with an initiation of Phase 0. However, the COVID-19 pandemic resulted in the project being put on indefinite hold. The project was re-launched in 2023 with Phase 0 starting in the spring of that year.
2022 February 15	IP2022- 0053	At the 2022 February 15 Combined Meeting of Council, Council adopted the recommendations of the City Planning Policy Roadmap 2022 (IP2022-0053). Several unnamed future Local Area Plans were listed as "LAP Communities TBD" with start dates in 2023, 2024 and 2025. The West Elbow Plan relaunched Phase 0 in early 2023, aligning with these future LAP start dates. The report noted that the length of Local Area Planning project development can vary based on plan area context and other City project coordination. Project timelines were adjusted to allow appropriate time for collaboration with the community and to allow the <i>Rezoning for Housing</i> initiative to proceed without conflict.
2022 March 29	C2022- 0372	The top three priorities from Council's Refined Strategic Direction 2023-2026 (C2022-0372) identified the following three top priorities:  Transit Downtown Revitalization; and, Land Use and Local Area Planning Process Review (Housing)



IP2025-0281 ATTACHMENT 2

#### **BYLAW NUMBER 42P2025**

#### BEING A BYLAW OF THE CITY OF CALGARY TO ADOPT THE WEST ELBOW COMMUNITIES LOCAL AREA PLAN (IP2025-0281)

**WHEREAS** Section 634 of the <u>Municipal Government Act</u>, R.S.A. 2000, c.M-26, as amended, enables a municipal council to pass bylaws adopting area redevelopment plans to control the preservation, rehabilitation, redevelopment, and improvement of lands and improvements within designated areas of the municipality;

**AND WHEREAS** it is deemed desirable to implement a Local Area Plan for the West Elbow Communities;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

### NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

- 1. This Bylaw may be cited as the "West Elbow Communities Local Area Plan Bylaw."
- 2. The pages numbered 1 to 135 inclusive, of the document entitled "West Elbow Communities Local Area Plan" attached to this Bylaw as Schedule "A" are hereby adopted as an area redevelopment plan pursuant to Section 634 of the <u>Municipal Government Act</u>, R.S.A. 2000, c.M-26, as amended.
- 3. The following bylaws are hereby repealed:
  - (a) Bylaw 13P81, Bankview Area Redevelopment Plan;
  - (b) Bylaw 2P93, Cliff Bungalow Area Redevelopment Plan;
  - (c) Bylaw 15P84, Erlton Area Redevelopment Plan;
  - (d) Bylaw 20P82, Lower Mount Royal Area Redevelopment Plan;
  - (e) Bylaw 3P2014, Marda Loop Area Redevelopment Plan;
  - (f) Bylaw 12P2004, Mission Area Redevelopment Plan;
  - (g) Bylaw 17P85, Richmond Area Redevelopment Plan;
  - (h) Bylaw 13P86, South Calgary/Altadore Area Redevelopment Plan;
  - (i) Bylaw 13P82, Sunalta Area Redevelopment Plan; and
  - (j) Bylaw 7P96, Upper Mount Royal Area Redevelopment Plan.



#### **BYLAW NUMBER 42P2025**

READ A FIRST TIME ON  READ A SECOND TIME ON  READ A THIRD TIME ON	
READ A THIRD TIME ON	
MAYOR	
SIGNED ON	
CITY CLERK	
SIGNED ON	

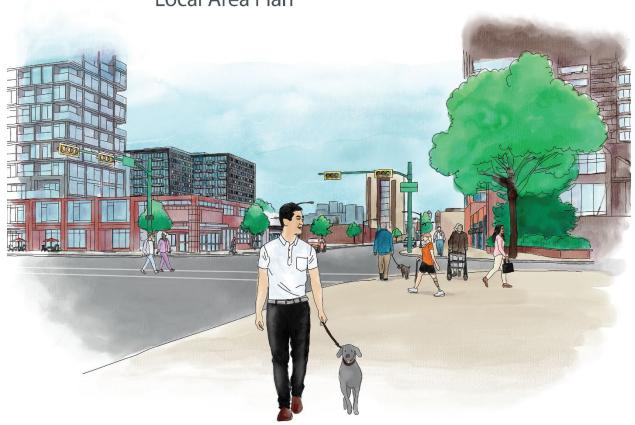
## **BYLAW NUMBER 42P2025**

## **SCHEDULE "A"**



# West Elbow Communities

Local Area Plan





## **Publishing Information**

### Title

West Elbow Communities Local Area Plan

### Author

The City of Calgary

Status PROPOSED MARCH 2025

## **Additional Copies**

The City of Calgary Records & Information Management (RIM) Calgary Building Services P.O. Box 2100, Station M, Mail Code: 8115 Calgary, AB T2P 2M5

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24-0042502-CRV-32828

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## **BYLAW NUMBER 42P2025**

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## Land Acknowledgment

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

In response to the findings and calls to actions of the Truth and Reconciliation Commission, The City is beginning to explore how to better understand and act on our shared foundations with Indigenous peoples. While discussions continue regarding our own actions and efforts, The City is committed to beginning to actively explore ways to redefine our understandings, our assumptions, our relationships and our abilities to build a more inclusive and equitable city based on our shared foundations.



## **Executive Summary**

## **About the Area**

The West Elbow Communities is an area south of downtown, and includes the communities of Altadore, Bankview, Cliff Bungalow, Elbow Park, Erlton, Garrison Woods, Lower Mount Royal, Mission, North Glenmore Park, Richmond, Rideau Park, Roxboro, Scarboro, South Calgary, Sunalta, and Upper Mount Royal.

The West Elbow Communities have a long and rich history including the establishment of some of Calgary's first communities, commercial areas, and mobility corridors. Each of the 16 communities in the Plan area has their own unique histories, having experienced growth and change differently. The West Elbow Communities will continue to experience new residential and commercial redevelopment, providing opportunities for existing and future residents, businesses, and visitors. A further account of the history of each of the West Elbow Communities can be found in Appendix D: Additional Historical Information.





## **Current Context**

The West Elbow Communities provide a range of housing choices located near the downtown with access to many parks and natural areas. With several **Main Streets** throughout the Plan area, residents can easily access daily needs and amenities, entertainment, and businesses close to home.

The West Elbow Communities attracts visitors from across the city to commercial areas including the Neighbourhood Main Streets of 17 Avenue SW, 33 Avenue SW (Marda Loop) and 4 Street SW (Mission), recreational facilities like the MNP Community & Sport Centre and Glenmore Athletic Park, as well as art and culture hubs such as cSPACE Marda Loop. Many people also travel to the West Elbow Communities to enjoy various parks, open spaces, and natural areas, including Sandy Beach Park, Lindsay Park, and the Elbow River pathway system.

#### Altadore

Altadore is characterized by its proximity to the Elbow River valley and Glenmore Athletic Park, small-scale commercial opportunities along 16 Street SW and 20 Street SW, as well as its grid street pattern. Early development in Altadore saw residential homes constructed throughout the community and commercial areas emerge on 34 Avenue SW, following the extension of the historic streetcar network in 1912. Recently the community has seen residential infill development constructed throughout the community, including townhouse and multi-residential development.

#### Bankview

Bankview is within close proximity to the 17 Avenue SW and 14 Street SW Main Streets. The community began to build out in the early 1900's, and in the 1950s Bankview began seeing new multi-residential apartment building developments. Today, Bankview is comprised of a diverse mix of low- to medium-density housing forms, including single detached homes, townhouses and apartment buildings.

## **Cliff Bungalow**

Cliff Bungalow, characterized by its mix of housing forms and proximity to **Main Streets** and the Elbow River pathway system, has developed with commercial areas along 4 Street SW and 17 Avenue SW and primarily residential development off of the **Main Streets**. In recent decades, Cliff Bungalow has generally seen new low-scale and multiresidential infill development replacing single detached homes.

#### **Elbow Park**

Developed by Fredrick Charles Lowes, Elbow Park was envisioned as a residential community, and generally continues to be so. Elbow Park has a steep slope that runs through the community, with some of the community's older homes by the Elbow River, and newer infill development atop the slope. Today, the community is comprised of primarily single detached homes on large lots.

#### Erlton

Early development in Erlton saw the establishment of three cemeteries, with single detached residential development throughout the remainder of the community. Erlton is bound to the east by Macleod Trail S and the Elbow River to the west and north. The community has a steep hill, with multi-residential development and townhouses on the lower elevation towards the north of the community and lower density residential to the south. Erlton is also home to Lindsay Park and the MNP Community & Sport Centre, which is a regional draw for sporting events.

#### Garrison Woods

Following World War II, the Canadian Forces Base (CFB) Calgary was established on the lands that now comprise Garrison Woods. Early development in the area was in the form of low-density residential buildings that were the Private Married Quarters (PMQs) for families of serving military personnel. After the CFB's closure in 1998 the base was developed into the Garrison Woods community. As part of the development many PMQs were refurbished and remain in the community today. Garrison Woods is comprised of single detached, semi-detached, and rowhouse development.

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### **Lower Mount Royal**

Lower Mount Royal sits to the north of the hill that separated it from Upper Mount Royal. To the north it is bound by the 17 Avenue SW Main Street. Early development in the community consisted of single detached, semi-detached, and multi-residential homes, and the emergence of commercial businesses on 17 Avenue SW after the historic streetcar commenced its "Belt Line" route through the corridor in 1909. Away from 17 Avenue SW, Lower Mount Royal is primarily multi-residential development and continues to see infill development throughout the community.

### Mission

Mission is named after the Roman Catholic mission that historically was in the community. Characterized by its adjacency to the 4 Street SW and 17 Street SW Main Streets and Elbow River pathway system, Mission has seen the development of a wide variety of residential developments throughout the community. Mixed uses including commercial development are located along 4 Street SW and 17 Avenue SW.

#### North Glenmore Park

North Glenmore Park includes easy access to the Elbow River valley, Glenmore Athletic Park, and Glenmore Trail SW. Development of North Glenmore Park saw the construction of predominantly single detached homes on large lots, and by the 1960s and 1970s the emergence of two commercial areas at opposite ends of 54 Avenue SW. Today, North Glenmore Park sees townhouse and single detached infill development emerging throughout the community.

#### Richmond

Richmond is defined by its grid street pattern and adjacency to the 17 Avenue SW and 33 Avenue SW Main Streets. The former Alberta's Children Hospital opened in 1952 and operated until the facility changed to the Richmond Road Diagnostic and Treatment Centre in 2007. Most residential development occurred in the 1950s and consisted of low-density residential with commercial areas developing along 33 Avenue SW and 26 Avenue SW. In recent decades, Richmond has seen new residential infill development, which has led to a diversity of housing forms in the community today.

### Rideau Park

Rideau Park, adjacent to the Elbow River, was developed prior to World War I. Historically Rideau Park saw single detached residential developments throughout the community, with the exception of Rideau Towers, a collection of multi-residential apartments built in 1954. Today, Rideau Park is comprised of low-density residential in close proximity to the Elbow River valley and easy access to commercial opportunities along the 4 Street SW Main Street area, which sits north of Rideau Park.

#### Roxboro

Roxboro sits adjacent to the Elbow River and the pathway and parks that line the Elbow River Valley. Residential development in Roxboro was not completed until 1923 due to a real estate collapse, and through the 20th century the community saw the emergence of low-density residential infill development. Today, residents enjoy access to open spaces along the Elbow River, as well as easy access to the 4 Street SW Main Street to the north of the community.

#### Scarboro

Scarboro, characterized by its hilly topography, curvilinear streets, and proximity to the 17 Avenue SW Main Street, formally became a community in 1910. Historically, the Olmsted Brothers' firm were consulted to develop Scarboro as a residential community. Today, Scarboro consists of primarily single detached homes on large lots and continues to see infill development throughout the community.



## South Calgary

South Calgary is characterized by its hilly landscape, grid street pattern and proximity to the 14 Street SW and 33 Avenue SW Main Streets. The historic streetcar reached the area in 1912 and operated until 1948, which supported emerging commercial areas along 14 Street SW and 33 Avenue SW. Today, South Calgary offers a diverse range of housing forms, with townhouse and multi-residential infill development, as well as commercial and mixed-use development along 33 Avenue SW and 14 Street SW. The community also includes cSPACE Marda Loop, a community and arts space in a renovated sandstone school.

#### Sunalta

The community of Sunalta is characterized by its proximity to the Bow River, grid street pattern, and adjacency to the 10 Avenue SW, 14 Street SW, and 17 Avenue SW Main Streets. Today, many older homes can be found to the south of the community, with newer muti-residential infill development concentrating to the north of the community. Along with commercial and multi-residential development, light industrial uses are also located along 10 Avenue SW, which is unique to the Plan area.

### **Upper Mount Royal**

Upper Mount Royal was subdivided incrementally from 1905 to 1911 and designed by the Olmsted Brothers' firm. It was originally marketed as an exclusive upper-class community, reflected in the rapid development of single detached homes on large lots from 1904 to 1914. Characterized by steep hills, curved street pattern, and large lot sizes, Upper Mount Royal consists of predominantly single detached homes, with multi-residential development and townhouses located along the 14 Street SW Main Street.

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### **BYLAW NUMBER 42P2025**

## **Future Evolution**

The West Elbow Communities Local Area Plan was created to help guide where and how this area can continue to evolve over time. An overview of the big moves proposed through the Plan, including future community improvements and key locations for where different types of new development are envisioned, are summarized below.

#### Vision

The West Elbow Communities are a diverse and vibrant set of walkable communities that are defined by their proximity to downtown, walkable communities, an exceptional park network highlighted by the Elbow River valley, and unique commercial areas such as 17 Avenue SW and Marda Loop. The West Elbow Communities will continue to grow and develop as well-connected areas that offer a wide range of housing, recreational, and commercial opportunities for both residents and visitors.

### **Key Moves**

The Plan's key moves are aligned with the core values.

#### Historic Places and Spaces

#### Celebrating the unique histories of the West Elbow Communities

- Finding opportunities to commemorate the histories of the Plan area through educational, placemaking, and naming opportunities, including Indigenous and non-Indigenous histories.
- Incentivizing the retention of historic buildings and places.
- Ensuring new development within heritage-rich areas is contextually sensitive.



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### Housing for All

Supporting diverse housing options throughout the Plan area to meet the needs of all

- Supporting a diversity of housing options that meet the current and evolving needs of Calgarians today and in the future.
- Enabling the provision of mixed-market housing and non-market housing.



### Parks, Open Space, and Natural Areas

Enhancing parks, open spaces, and natural areas

- Enhancing natural areas, like the Elbow River valley, to improve ecological functions and protect areas of cultural significance.
- Identifying park improvements and investment opportunities in existing parks including Lindsay Park, South Calgary Park, and community parks throughout the Plan area.
- Supporting improvements to recreational facilities including the MNP Community & Sport Centre and Glenmore Athletic Park.





### Safe and Convenient Mobility

Improving the safety and accessibility of all mobility options to and through the Plan area

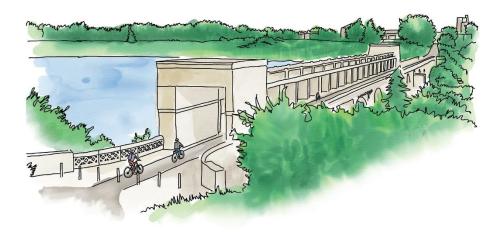
- Highlighting opportunities to improve pedestrian and active mobility modes including community corridor and pathway improvements.
- Supporting improvements to the transit network through identifying opportunities for mobility infrastructure
  upgrades, including transit station area improvements near Sunalta LRT Station and Erlton/Stampede LRT
  Station, as well as around BRT stations.



#### Climate Resiliency

 $Identifying\ mitigation\ measures\ that\ address\ hazards\ caused\ by\ a\ changing\ climate$ 

- Supporting sustainable development practices that limit per capita greenhouse gas emissions.
- Identifying opportunities to reduce vulnerability from climate events such as flooding.



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### Daily Needs and Amenities

Enabling a diversity of businesses throughout the Plan area and improving access to daily needs and amenities

- Highlighting opportunities for Main Street improvements throughout the Plan area including 10 Avenue SW, 17
  Avenue SW, 33 Avenue SW, Macleod Trail S, 4 Street SW, and 14 Street SW.
- Exploring opportunities for local commercial uses along community corridors and within select communities like Bankview, South Calgary, Mission, and Cliff Bungalow.



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## Focus Areas For New Development



#### Key locations for Commercial Development (Neighbourhood Commercial)

Existing commercial areas are envisioned to continue to support local businesses and allow for new commercial opportunities in the future, improving as pedestrian-friendly corridors with diverse businesses including restaurants, entertainment, and emerging retail business opportunities. These areas are located along existing commercial concentrations on the Neighbourhood Main Streets of 10 Avenue SW, 17 Avenue SW, 14 Street SW, 4 Street SW, and 33 Avenue SW. Several of these areas are also located in transit station areas, including around Sunalta LRT Station on 10 Avenue SW, 33 Avenue SW BRT Station, and 54 Avenue BRT Station.



#### Key locations for Mixed-use Development (Neighbourhood Flex)

Areas envisioned for new mixed-use development (either fully residential, fully commercial or a combination of both) are envisioned for areas along Main Streets without existing commercial concentrations, including parts of 10 Avenue SW, 17 Avenue SW, 14 Street SW, 33 Avenue SW, and on the west side of Macleod Trail S. Community corridors are also envisioned to allow flexibility in new mixed-use development opportunities. This includes 26 Avenue SW (west of 14 Street SW), and 54 Avenue SW, roads adjacent to Main Streets including 11 Avenue SW, 12 Avenue SW, and 34 Avenue SW, and comprehensive and special policy areas including the Holy Cross site and Cathedral District.

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#### Key Locations for Residential with Small Local-focused Shops (Neighbourhood Connector)

Primarily residential development, with different housing types and opportunities for small local-focused shops, are envisioned predominately along **community corridors** including Richmond Road SW, 20 Street SW, 16 Street SW, Elbow Drive SW, and 50 Avenue SW, and areas adjacent to **Main Streets**. Policies in this Plan support neighbourhood-wide local commercial opportunities in some communities including Bankview, Cliff Bungalow, Mission, and South Calgary. These areas create opportunities for small businesses to locate in communities, providing access to daily needs, services, and amenities.



Key Locations for Primarily Residential Development (Neighbourhood Local)

Opportunities for residential homes or home-based businesses continue to be predominant throughout the Plan area.

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## **How To Read This Plan**

The West Elbow Communities Local Area Plan (the Plan) is a statutory document adopted as an Area Redevelopment Plan and approved by bylaw.

The policies and maps in the West Elbow Communities Local Area Plan are used to help guide decisions about the ongoing evolution of the West Elbow Communities. Residents, landowners, builders and developers, local businesses, city departments, and Councillors can commonly refer to the West Elbow Communities Local Area Plan when new development ideas and community improvements are proposed and considered within the West Elbow Communities.



#### Local Policy

Local area plans must align with the broader direction of The City's municipal development plan but provide more localized and specific guidance.

#### Citywide Policy

The City's municipal development plan outlines a broad vision and goals for how Calgary should grow.

The West Elbow Communities Local Area Plan includes the following sections:

### Chapter 1 Visualizing Growth

Includes the vision for the area, core values that support the vision, as well as history and current context of the West Elbow Communities.

### Chapter 2 Enabling Growth

Includes a future growth concept (Urban Form Map and Building Scale Map) as well as policy direction that must be aligned if new development is proposed.

### **Chapter 3 Supporting Growth**

Includes specific goals, objectives, and implementation options for future investment opportunities to support the future growth concept through **public space** investments and improving mobility **infrastructure**.

## **BYLAW NUMBER 42P2025**

## Chapter 4 Implementation and Interpretation

Contains information regarding the Plan's policy framework, legal interpretation, status and limitations, implementation and monitoring, and Glossary of Terms (terms in chapters one through four that are identified by bold font). Key interpretation information for the terms should/shall/encourage are provided.

## **Appendices**

 $Additional\ non-statutory\ plan\ information\ can be found\ in\ the\ Appendices\ such\ as\ additional\ investment\ opportunities,\ supplementary\ maps,\ and\ historical\ information.$ 



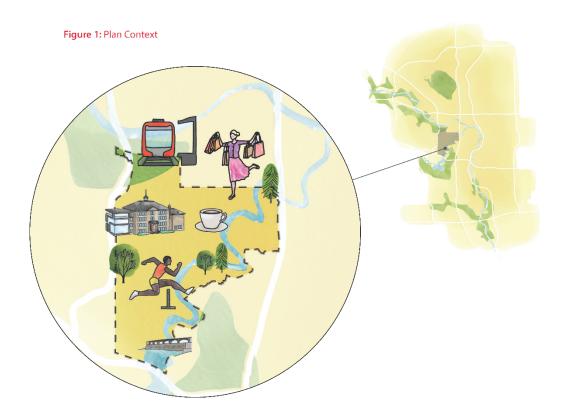


## 1.1 Introduction

The West Elbow Communities Local Area Plan (Plan) is a statutory area redevelopment plan that sets out a long-term vision and identifies opportunities to create a framework for growth and change in the Plan area. The Plan area includes sixteen residential communities, generally bounded by Glenmore Trail SW and the Glenmore Reservoir to the south, the Elbow River and Macleod Trail S to the east, Crowchild Trail SW to the west, and the CPKC railway and 17 Avenue SW as the northern extent of the Plan area.

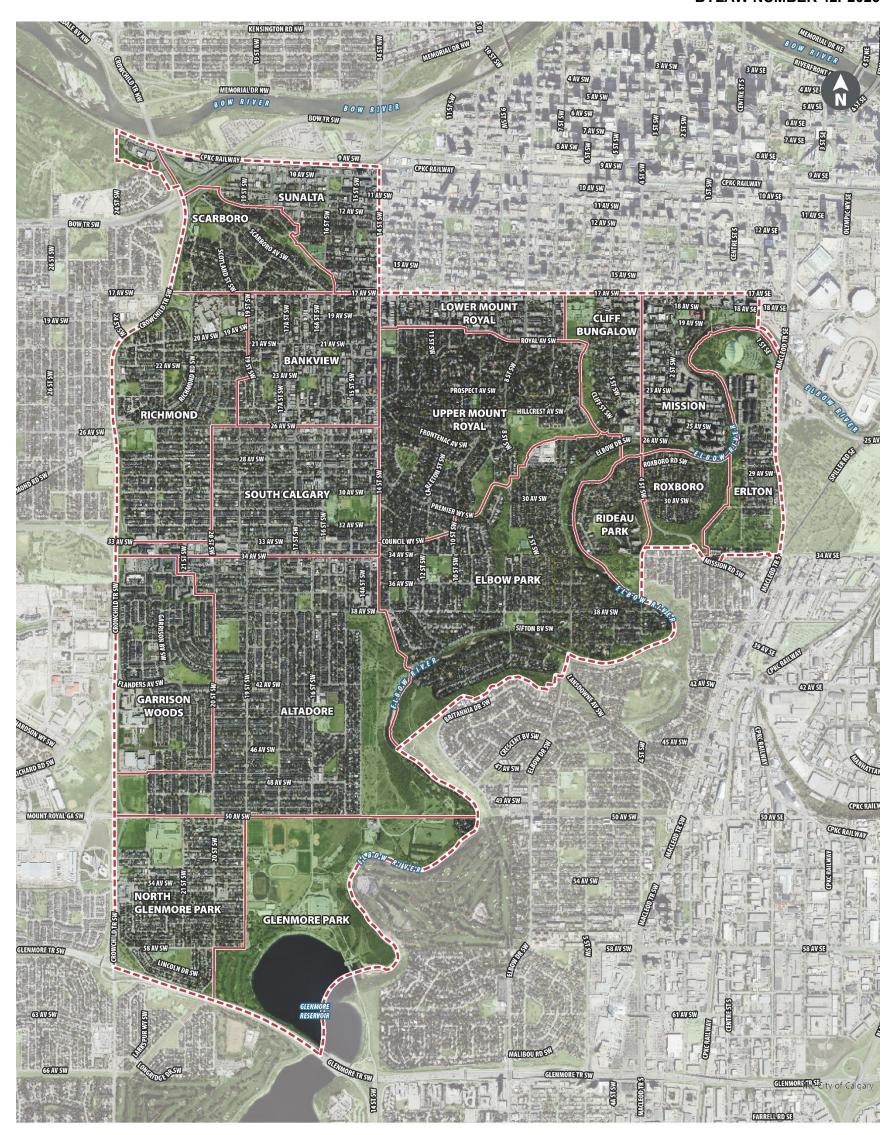
The Plan area consists of Altadore, Bankview, Cliff Bungalow, Elbow Park, Erlton, Garrison Woods, Lower Mount Royal, Mission, Rideau Park, Roxboro, Scarboro, South Calgary, Sunalta, Upper Mount Royal, the portion of North Glenmore Park north of Glenmore Trail SW, and the portion of Richmond east of Crowchild Trail (Map 1: Community Context). Located just west of the Elbow River and south of downtown, these communities are collectively known as the West Elbow Communities (Figure 1: Plan Context). These sixteen communities have their own unique history and evolution which is detailed in Section 1.3.

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



15 1 Visualizing Growth

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Map 1: Community Context Legend
Community Boundary
Plan Area Boundary

1 6 1 Visualizing Growth



## **1.2** Vision and Core Values

## Vision

The West Elbow Communities are a diverse and vibrant set of communities that are defined by their proximity to downtown, walkable neighbourhoods, an exceptional park network highlighted by the Elbow River valley, and unique commercial areas such as 17 Avenue SW and Marda Loop. The West Elbow Communities will continue to grow and develop as well-connected areas that offer a wide range of housing, recreational, and commercial opportunities for both residents and visitors.



Figure 2: Illustrative Map



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1 Visualizing Growth



## 1.3 Community Context

## **History**

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

### Indigenous Foundations

As with the rest of Calgary, the West Elbow Communities lay within the ancestral lands and traditional territories of the Blackfoot Confederacy (made up of the Siksika, Piikani, Amskaapipiikani, and Kainai First Nations), the lethka Nakoda Wîcastabi First Nations (comprised of the Chiniki, Bearspaw, and Goodstoney First Nations), and the Tsuut'ina First Nation. The area is also homeland to the historic Northwest Métis and to the Otipemisiwak Métis Government, Métis Nation Battle River Territory, Nose Hill Métis District 5, and Elbow Métis District 6.

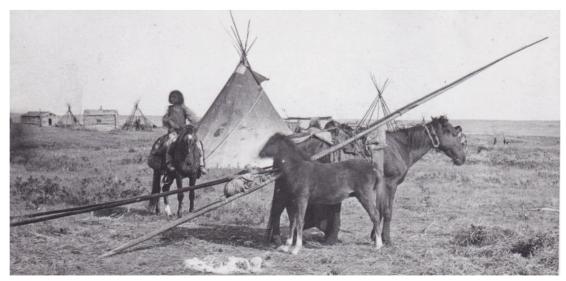
Three years after Confederation in 1867, the British colonial claim to Ruperts Land was transferred to Canada, which renamed much of the area as the North-West Territories (NWT). In 1874, the Canadian government dispatched the North-West Mounted Police (NWMP) to the NWT. The creation and presence of the NWMP was also meant to lay the groundwork for a future western expansion in the form of 11 numbered treaties, and ultimately, the relocation of First Nations to reserve lands, non-Indigenous expansion, and colonization of the land. The government arranged a series of numbered treaties (including Treaty 7 in 1877 with the Blackfoot Confederacy, the jethka

Nakoda Wîcastabi First Nations, and the Tsuut'îna First Nation) that it claimed to be the authority for vast land-surrenders. This Crown interpretation was vastly different than those of the First Nations upon whom the government interpretation was imposed. First Nations understand and maintain that the true meaning and intent of the process and lasting treaty relationships that followed were about sharing the land and peaceful co-existing as nations.

In 1875, the NWMP arrived at the confluence of the Bow and Elbow Rivers and established the Bow Fort, which was renamed Fort Calgary in 1876. It was built on unceded land two years before the making of Treaty 7 in 1877. The confluence had been an important site for Indigenous peoples for more than 11,000 years. With its sheltering river flats, plentiful wood and water, and warm Chinook winds in the winter, the confluence area was a preferred seasonal campsite. In the years following the treaty, the Nations affected were moved to designated land reserves as a step toward non-Indigenous settlement.

Some of the early evidence of pre-contact Indigenous presence within city boundaries comes from just outside the study area, across 17 Avenue SW from Lower

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First Nations camp near the first Hudson's Bay Company store at Calgary, circa 1886. Alexander J. Ross, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1151627

Mount Royal. Beneath Mona Lisa Artists' Materials (1518 7 Street SW), a site was identified during excavation of the building's basement in 1968. The University of Calgary assisted with formal archaeological excavation that revealed butchering tools and bison bones (from an extinct, giant variant of the species). Almost 8,000 years ago a small group of bison were driven into a muddy backwater channel of the Bow River where they were dispatched. Over the intervening millennia the Bow River channel moved northward to its current location.

Other evidence identified in Altadore, North Glenmore Park, Mission, Scarboro, and Sunalta include butchered animal bones, tipi rings, fire-broken rock (indicating the use of fire-heated rocks to boil water), and stone tools such as projectile points, cutting and chopping tools, and small stone shards indicative of toolmaking. In 1964, the identification of bison bones in Mission, deposited along the Elbow River bank and in basement excavations, suggested the existence of a kill site somewhere upstream, and possibly an in-situ occupation. The bones were thought to be a few thousand years old. Cultural material was discovered in 1977 in the form of a stone chopping tool. In 1970, fragments of animal bone and fire-broken rock were identified in Elbow Park, Lindsay Park, and Rideau Park, and a shell was identified in Lindsay Park. The same year, tipi ring features were identified in Sandy Beach. Debris from stone tool manufacturing was found in Elbow Park in 1991. Further, Indigenous peoples are known to have encamped near

the Elbow River in what is now the southern portion of Elbow Park. In Sunalta, a precontact campsite was found in a backyard garden identified by fire-broken rock and a portion of a side notched projectile point. Closer to the Bow River, bovine bone fragments and part of a bovine skull were recovered in 2015 from a geotech bore hole in the Sunalta Industrial area. These features and cultural materials that have been documented on the landscape highlight how Indigenous peoples have been living off the land of this region for thousands of years preceding European contact.

#### Colonial Settlement

By the time the Canadian Pacific Railway (CPR) arrived in 1883, Calgary had developed as an unincorporated settlement on the future site of the Inglewood neighbourhood. The CPR laid out a new townsite on its own property in what is now downtown. Calgary was incorporated as a town in 1884 and in 1894 it became a city. Portions of the West Elbow Communities were annexed into the city incrementally in 1907, 1910, and 1956.

A trading post established in 1871 might have been the first direct manifestation of colonialism in the Plan area. Fred Kanouse, an American whiskey trader, opened the post along the Elbow River somewhere between the Mission Bridge and the Glenmore Reservoir. From a colonial perspective, the earliest community development occurred in 1875, the same year that the

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First Nations camp on the Elbow River, Calgary, circa 1886–88. Boorne and May, photographers. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary



The Oblates of Mary Immaculate, a Roman Catholic missionary order from France, was already well-established in the region. In response to the Mounties' arrival, the Oblates established a nearby mission on the future site of the Holy Cross Hospital in the present Mission district; the Catholic mission is the source of the district's name. The mission served the large presence of Métis in the district. Mission was a separate village named Rouleauville from 1899 until it was annexed to Calgary in 1907. In 1883, two Oblate priests acquired a homestead farm and subdivided the property, all in the interest of creating a Roman Catholic settlement, which became Rouleauville.

The lands that comprise the southern portion of Elbow Park also became homestead land in the early 1880s. A former Mountie, James Owens, settled in present-day East Elbow Park. There, he developed a mile-long racetrack in 1887. That year, Siksika Runner Api-kai-ees (Scabby Dried Meat) won the quarter-mile race held on Dominion Day at Owens' Track, which was also known as the Riverside Race Track. White promoters came up with the name Deerfoot for the runner. Under that assumed name, Api-kai-ees is the namesake for the city's Deerfoot Trail freeway.

Irish-born William Nimmons purchased lands in what is now Bankview around 1882. There, Nimmons and his family farmed and ranched, operated a market garden with greenhouses, and owned a sandstone quarry. Nimmons built the extant Nimmons Residence (1827 14 Street SW) for himself and his family in 1898.



The Holy Cross Hospital, circa 1900–05. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary

#### Twentieth Century

Early in the twentieth century, Calgary experienced an economic and population boom that transformed it into a regional wholesale and distribution centre. In that context, William Nimmons began to subdivide his property in 1905, setting the stage for residential development in what became Bankview and Richmond. Lands that would become South Calgary and the south half of Richmond were also purchased and subdivided in 1906.

The CPR was the largest landholder in the Plan area. As part of a 25-million acre land grant from Ottawa, given as an incentive for building the transcontinental railway, the CPR acquired nearly three sections in the West Elbow Communities. In the early years of the pre-First World War boom, the CPR sold parcels to several buyers, which led to multiple small subdivisions in the area that became Altadore and Garrison Woods. In contrast, the CPR retained its property and developed the neighbourhoods of Mount Royal, Scarboro, Cliff Bungalow, and Sunalta.

In 1907, Calgary's area expanded considerably through a single land annexation. Among other changes, it shifted the western city limit from 14 Street SW to 24 Street SW (now Crowchild Trail SW) and the southern limit from 17 Avenue SW to 34 Avenue SW. This brought most of the future West Elbow Communities into the city limits: Bankview, Cliff Bungalow, Elbow Park, Erlton, Lower Mount Royal, Mission, Richmond, Rideau Park, Roxboro, Scarboro, South Calgary, Sunalta, and Upper Mount Royal. A larger annexation in 1910 shifted the southern city limit from 34 Avenue SW to 50 Avenue SW, which brought Altadore and Garrison Woods within city limits.

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Elbow Park, Rideau Park, and Roxboro (originally called Roxborough Place) were initially developed by Frederick Charles Lowes (1880-1950), Calgary's most successful real estate developer in the years before the First World War.

The Calgary Municipal Railway (CMR), inaugurated in 1909, was a key factor that accelerated and shaped early growth. Early subdivisions clustered around the streetcar lines. Within months of its inauguration in 1909, the streetcar network served Lower Mount Royal and Bankview, Cliff Bungalow, Mission, and Erlton. By 1912, the South Calgary line extended south along 14 Street SW and served Bankview, South Calgary, and Altadore via a loop that extended west along 26 Avenue SW, south on 20 Street SW, east on 34 Avenue SW, and then back north along 14 Street SW. Also, by 1912, the 4 Street SW line was extended south along Elbow Drive SW to Sifton Boulevard SW, serving Elbow Park. By 1918, a westward extension along 12 Avenue SW to 18 Street SW reached Sunalta.

During the Great Depression, The City developed the Glenmore Dam, Reservoir, and Water-Treatment Plant immediately south of the Plan area. After the Second World War, Calgary experienced significant urban growth. This resulted in new residential development both in established neighbourhoods and new subdivisions. These included North Glenmore and Glenmore Park. In 1956, a massive annexation shifted the southern city limit from 50 Avenue SW south to Anderson Road SW, completing the absorption of the entire West Elbow Communities area (as well as a much wider area) into Calgary.



Bird's eye view of Calgary, 1910. H.M. Burton, artist. Courtesy of the William C. Wonders Map Collection, University of Alberta Libraries



Streetcar stopped in front of Sunalta Block, circa 1912. The building remains extant at 1504a 12 Avenue SW. Glenbow Library and Archives, University of Calgary



View of the Glenmore Dam nearing completion, 1931. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary

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## **Community Characteristics**

The West Elbow Communities and surrounding land contain characteristics that were considered as part of the development of the Plan's foundations in Chapter 1. Key characteristics are shown on Map 2: Community Characteristics.

## **Topography**

The West Elbow Communities are situated south of downtown and west of the Elbow River and have varying topography. Generally, the area is separated topographically into low-lying areas moving toward the Bow and Elbow Rivers and higher areas further away from the rivers in the middle and southwest portions of the Plan area.

A series of escarpments transversing the Plan area separates these two topographies. The escarpment begins at the Glenmore Dam, follows the river adjacent to River Park, and then diverges from the river to cross through Elbow Park in a northeast direction. It forms the boundary between Cliff Bungalow and Mount Royal, turns west to form the boundary between Lower Mount Royal and Upper Mount Royal and further crosses the northeast portion of Bankview and finally creates the boundary between Scarboro and Sunalta. The areas below and above the escarpments are generally flat, in contrast areas near the escarpments area are quite hilly and undulating, such as within substantial portions of Mount Royal, Bankview, and South Calqary.

### **Natural Features and Open Areas**

The West Elbow Communities are within the Elbow River and Bow River watersheds. Development adjacent to the Elbow River and Bow River may be subject to flooding and is identified as part of the **floodway** or **flood fringe**. Chapter 2: Enabling Growth includes policies to strengthen resiliency and minimize development impact on the rivers and riparian areas while supporting intended growth. These policies are further supported by regulations in the The City's land use bylaw regarding floodway and flood fringe areas.

Natural features in the West Elbow Communities include portions of Sandy Beach Park and Lindsay Park, riparian areas adjacent to the Elbow River, portions of the escarpments, as well as several smaller open spaces located throughout the West Elbow Communities.

#### **Urban Tree Canopy**

The tree canopy in the Plan was mostly limited to the riparian areas prior to urban development, with the remainder of the area being characterized by prairie vegetation. The residential tree canopy commenced as new housing was built in the residential areas, beginning in the early 1900s and spanning to the mid 1960s with the completion of North Glenmore Park.

#### Main Streets

There are six Main Streets within the Plan area: 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 14 Street SW, 4 Street SW, and Macleod Trail S. The first five streets are all classified as Neighbourhood Main Streets in The City's municipal development plan, while Macleod Trail S is classified as an Urban Main Street. All of the Neighbourhood Main Streets intersect with each other, forming a network of connected Main Streets within the Plan area. The City's municipal development plan includes general policies and development intensity targets for Urban and Neighbourhood Main Streets.

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### **Community Corridors**

Community corridors are pedestrian-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including Main Streets and transit station areas. Within the West Elbow Communities, the following have been identified as community corridors: Richmond Road SW, 26 Avenue SW (west of 14 Street SW), 20 Street SW (between 26 Avenue SW and 54 Avenue SW), 16 Street SW (south of 34 Avenue SW), 50 Avenue SW, 54 Avenue SW, 14 Street SW (34 Avenue to 38 Avenue SW), the corridor formed by Council Way SW, Premier Way SW and 30 Avenue SW, Elbow Drive SW, and 4 Street SW (south of the Elbow River).

## **Public Transit Infrastructure**

The West Elbow Communities are serviced by local bus service, one Red Line Light Rail Transit (LRT) station: Erlton/Stampede Station, one Blue Line LRT (LRT station): Sunalta Station, and four MAX Yellow Bus Rapid Transit (BRT) stations along Crowchild Trail SW at 17 Avenue SW, 26 Avenue SW, 33 Avenue SW (Marda Loop Station), and 54 Avenue SW (the last of which is shared with the MAX Teal BRT line).

## Pedestrian and Cycling Infrastructure

The West Elbow Communities are served by a range of pathways and bikeways, which are inter-connected with the city-wide Always Available for All Ages and Abilities (5A) Mobility Network, providing safe, accessible, affordable, year-round options for transportation, and recreation for all Calgarians. These connections include regional pathways along the Elbow and Bow Rivers. Cycle tracks are located along 12 Avenue SW and 50 Avenue SW and shared lanes and bicycle lanes are located on 2 Avenue SW and 20 Street SW. On-street bikeways are located throughout the West Elbow Communities, forming a network of bicycle routes, however several missing links are evident, as are missing links in the sidewalk network.

#### Historic Resources

The West Elbow Communities represent some of Calgary's earliest neighbourhoods and contain some of the highest concentrations of heritage resources and heritage assets in the city. Some of the West Elbow Communities' heritage resources have been formally recognized on The City of Calgary's Inventory of Evaluated Historic Resources (Inventory), while others have heritage value and may merit inclusion on the Inventory. Overall, most heritage resources in the West Elbow Communities are not legally protected from significant alteration or demolition, but they still contribute to the historic character of the community and offer value as heritage assets.

There is the potential for undiscovered historic resources which must be considered as redevelopment occurs and may impact development. Sites with a Historic Resource Value are required to obtain Provincial approval in accordance with the Historical Resources Act.

#### Civic Facilities and Community Amenities

The West Elbow Communities have two civic recreational facilities which are the MNP Community & Sport Centre (formerly Lindsay Park Sports Centre) and the Glenmore Athletic Park, along with several private recreational facilities including the Garrison Curling Club, the Calgary Flames Community Arenas, and the Glencoe Club. Several community parks within the Plan area include sport facilities such as swimming pools, soccer fields, tennis courts, beach volleyball courts, baseball diamonds, and playgrounds.

Other community amenities include eighteen public and separate schools, seven private and charter schools, eight community association centres, a fire station, a library as well as several parks, open spaces, and public art pieces (Map 2: Community Characteristics). Park spaces in the area include a variety of uses including several dog parks, play fields and courts, playgrounds, and open spaces.



### Climate Risk

The West Elbow Communities are at risk from climate change hazards, including river flooding, higher average temperatures, extreme heat, drought, severe storms, and heavy rainfall events. The risks these hazards pose will increase over time as climate change intensifies and may affect West Elbow Communities in various ways, including harm to physical, mental, and financial health, damage to homes, buildings, **infrastructure**, and the deterioration and destruction of natural **ecosystems**.

Climate risks are unique to each community in the West Elbow area, affected by the geographic location, characteristics of the population, quality of buildings and infrastructure, and health of natural ecosystems. For example, communities with high concentrations of paved and built spaces face amplified risk from extreme heat and heavy rainfall events, communities with higher irrigation and water demand are more vulnerable to drought, and communities with a higher proportion of very young and older community members are more vulnerable to all climate hazards, which are made more frequent and intense by climate change.

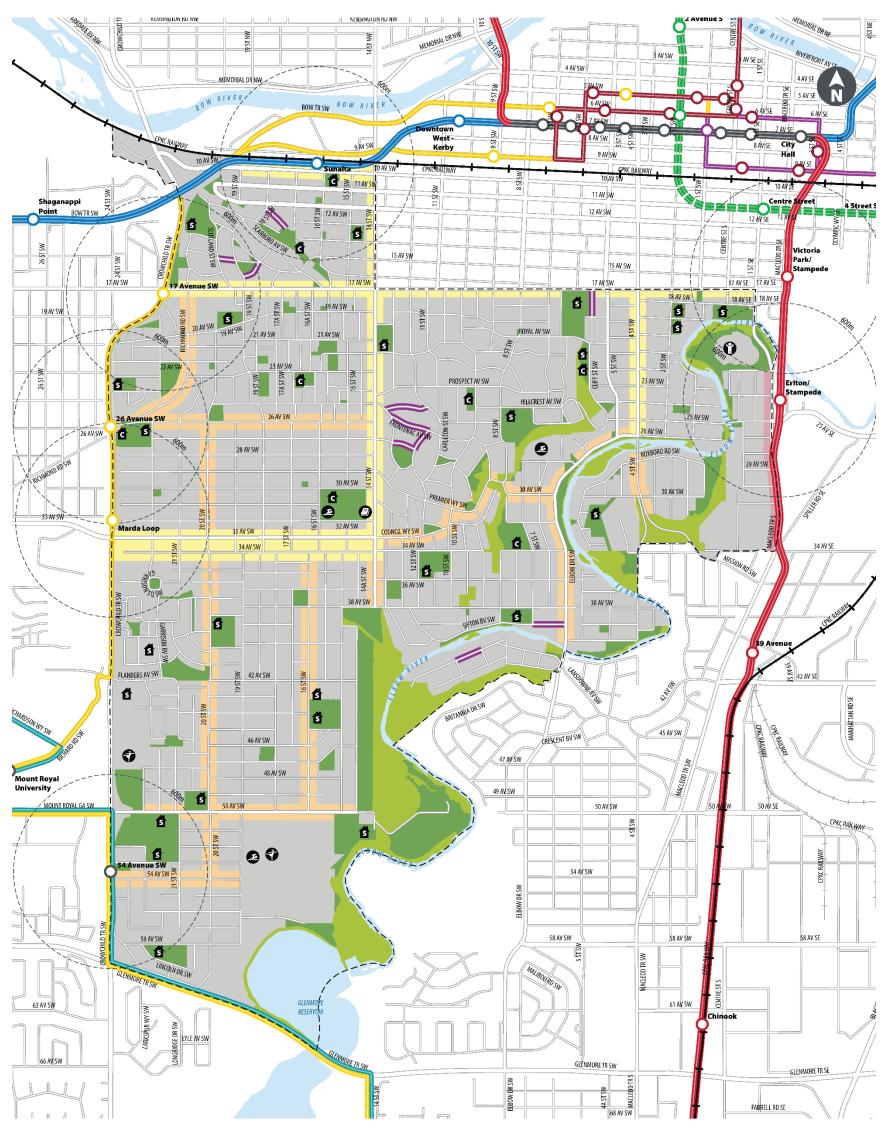
#### **Electrical Power**

Electrical power is an essential service that must be considered in planning for growth in both new and existing areas of the city. ENMAX Power is responsible for the electrical distribution system for The City of Calgary and is regularly evaluating the current capability with forecasted electrical demand.

### Floodplain

The West Elbow Communities are part of the Bow and Elbow River watersheds. Development near rivers may be subject to flooding in areas identified as part of the floodway or flood fringe.

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Map 2: Community Characteristics and Attributes Legend Aquatic and School **■** MAX Teal Urban Main Street Recreation Centre Neighbourhood Main Street Blue Line LRT MAX Yellow 4 Swimming Pool Red Line LRT MAX Multi Stop Natural Areas 0 Arena Multi Line LRT ---- Transit Station Radius Community Centre Parks and Open Space Ġ Future Green Line LRT Freight Rail Corridor – – Plan Area Boundary Leisure Centre 0 MAX 301 Heritage Boulevard **(2)** Library MAX Purple Community Corridor

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## 2.1 Introduction

The Plan sets out a future framework for growth and change that recognizes and celebrates the elements that represent and connect the West Elbow Communities. Policies in this section provide the direction to realize the vision and core values of the Plan.

Policies in the Plan will guide growth primarily focused around the area's two LRT Stations (Erlton/Stampede Station on the Red Line and Sunalta Station on the Blue Line), four MAX BRT Stations (17 Avenue SW, 26 Avenue SW, and Marda Loop Stations on the MAX Yellow Line and the 54 Avenue SW station on the MAX Yellow and MAX Teal Lines) and six Main Streets (Macleod Trail S, 4 Street SW, 14 Street SW, 10 Avenue SW, 17 Avenue SW, and 33 Avenues SW). Secondary areas of growth are focused on community corridors well served by transit, public open space, and neighbourhood amenities. Future growth will be guided by the Plan's vision and core values, ensuring that as growth and change happen in the area the West Elbow Communities continue to build upon their strengths and further their role as a unique and distinct place.



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## 2.1.1 Future Growth Concept

The Future Growth Concept set out in this Plan envisions accommodating growth and change in key areas as identified in The City's municipal development plan. The Plan is further informed by planning and technical analysis as well as public engagement conducted in the drafting of this Plan.

The Future Growth Concept centres around a network of the area's six Main Streets, two LRT stations and four MAX BRT stations. The greatest intensities of growth and activity are centred around these Main Streets and transit stations, with community corridors acting as secondary areas for growth. The Plan aims to build upon the existing areas such as the 17 Avenue SW Main Street, 33 Avenue SW Main Street (Marda Loop), and the 4 Street SW Main Street by allowing greater intensities of growth in these areas at key locations, while also providing better connectivity between these areas, such as along the 14 Street SW Main Street, and from these areas to transit stations.

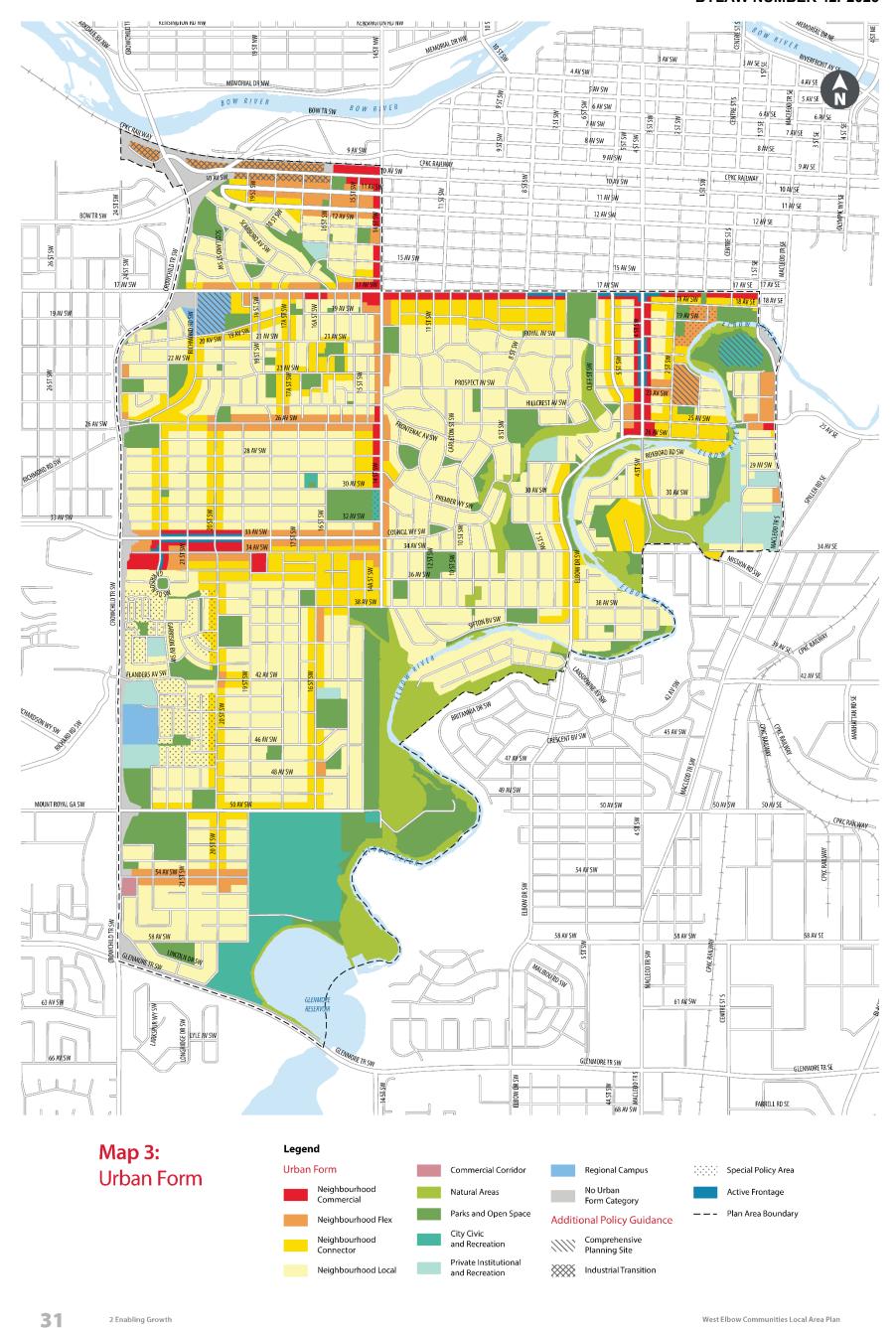
The Future Growth Concept will be represented on Map 3: Urban Form and Map 4: Building Scale. Together, these two maps will indicate where different types of growth and activity will be focused in the Plan area and define the general functions in different parts of the West Elbow Communities. The specific urban form categories and scale modifiers for locations are described in relation to the overall vision in the policy sections that address the distinct areas of the West Elbow Communities.

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

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

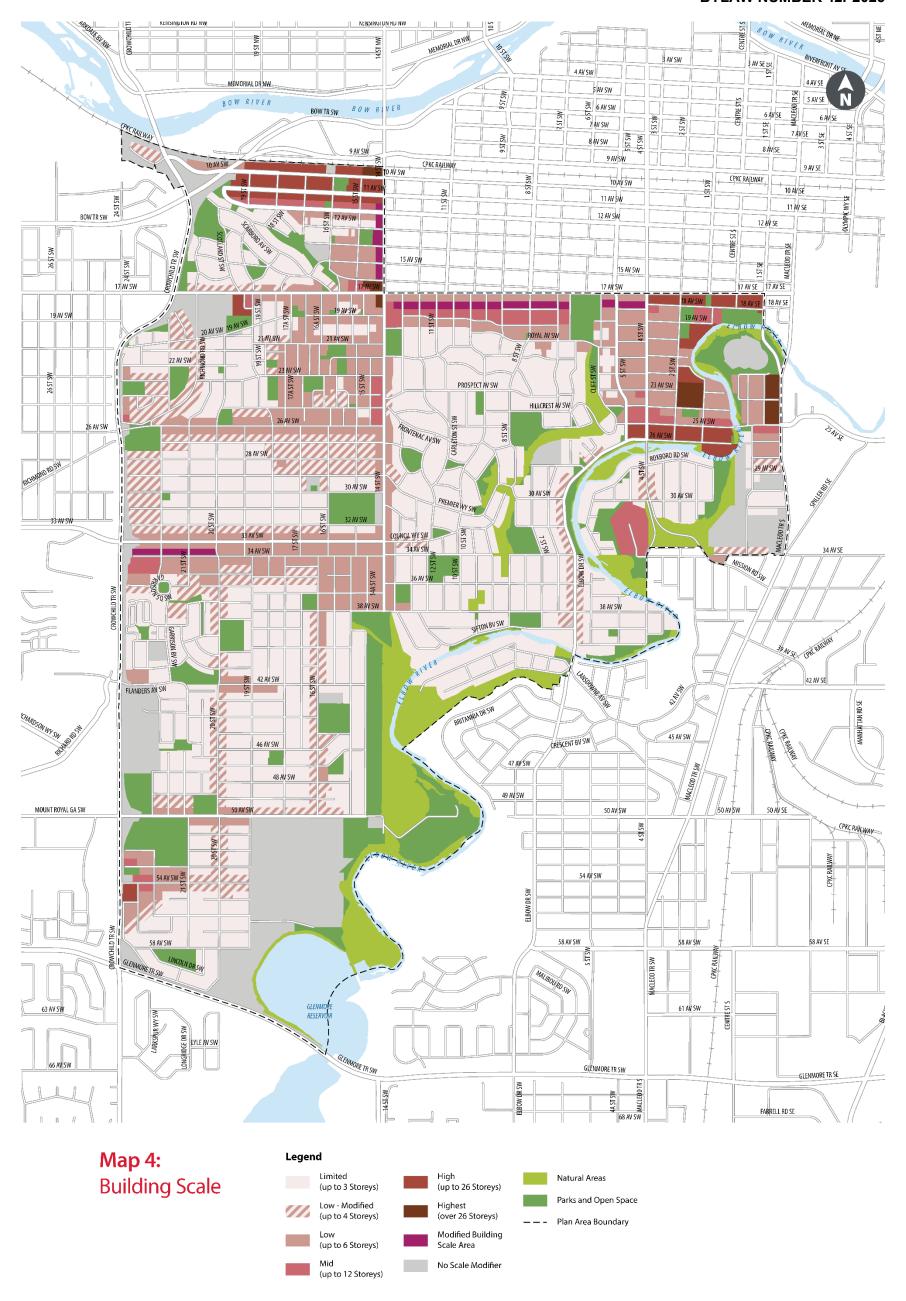
Map 4: Building Scale – illustrates the general building height and massing within the Plan area, which supports the primary function shown in Map 3: Urban Form. Policies for building scale is provided in Section 2.3 Scale Modifiers. To understand the type and scale of development that is appropriate in the Plan area both maps should be read together.

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# **2.2** Urban Form Categories

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

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

Each urban form category has general policies associated with it. When an individual urban form category is applied to a specific area of the Plan, the general policies of that category apply in addition to any area specific policies outlined in the Plan. The following section provides general policies for each applicable urban form category as well as additional general **built form** policies to be applied. These policies will identify the characteristics of the urban form categories and where they apply, as well as land use and site, building, and landscape design policies for each category.

#### **Additional Policy Guidance**

Only applies to an urban form category where noted:



Active Frontage



Industrial Transition

May overlay any urban form category:

Special Policy Areas

Comprehensive Planning Site

# **Urban Form Categories**

Neighbourhood

Neighbourhood Commercial

Neighbourhood Flex

**Neighbourhood Connector** 

Neighbourhood Local

Vehicle-Oriented Commercial

Commercial Corridor

Parks, Civic and Recreation

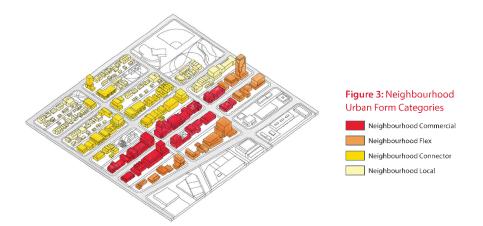
**Natural Areas** 

Parks and Open Space

City Civic and Recreation

Private Institutional and Recreation





# 2.2.1 Neighbourhood

There are four Neighbourhood urban form categories – Neighbourhood Commercial, Neighbourhood Flex, Neighbourhood Connector, and Neighbourhood Local. These areas are characterized by smaller blocks where buildings are typically oriented to the street.

Neighbourhood Commercial areas support a range of commercial uses on the ground floor, with the most active areas requiring uses such as shops, services, and restaurants. Neighbourhood Flex areas support a mix of uses on the ground floor. Neighbourhood Connector and Neighbourhood Local areas are primarily residential, with a strong delineation between private and public space. At all development scales the pedestrian experience in Neighbourhood areas should be supported and enhanced by a range of uses with comfortable street wall heights and a public space with features such as landscaping, sidewalks, public trees, cycling infrastructure, and on-street parking.

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



# **2.2.1.1** Neighbourhood Commercial and Neighbourhood Flex

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

# Policy

#### Land Use

- Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.
- **b.** Vehicle-oriented uses should not be located in any one or more of the following:
  - i. in areas of high pedestrian activity;
  - ii. within transit station areas; or,
  - **iii.** where the use interferes with access to cycling **infrastructure**.

#### Site, Building, and Landscape Design

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

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

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

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# 2.2.1.2 Neighbourhood Commercial

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

## Policy

# Land Use

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

#### Site, Building, and Landscape Design

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

- **d.** Development in Neighbourhood Commercial areas should:
  - i. integrate any larger commercial or residential uses behind or above smaller units facing the street; and,
  - provide well-marked primary entrances for ground floor units facing the street.

- Public spaces should be designed to support high volumes of pedestrians in all seasons through features such as wide sidewalks, street furniture, and lighting.
- Active Frontage areas should not provide vehicle access to off-street parking or loading from the higher activity street.
- g. Development in Active Frontage areas should support active uses. This may include, but is not limited to:
  - frequent entrances and windows that maximize views to and from the street;
  - setbacks to accommodate an extension of the use outside of the building, such as patios and display areas; and,
  - **iii.** a floor-to-ceiling height that supports a range of **active uses**.

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# 2.2.1.3 Neighbourhood Flex

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

# **Policy**

# Land Use

- Development in Neighbourhood Flex areas may include either commercial or residential uses on the ground floor facing the street.
- When redevelopment occurs on parcels containing places of worship, incorporating mixed-use development with places of worship is encouraged.
- c. Where Industrial Transition is identified in a Neighbourhood Flex area, development should be encouraged to:
  - combine compatible industrial working spaces with residential or commercial uses;
  - ii. enable work-live units;
  - consider limited opportunities to provide areas for large or bulky goods and vehicles to be sold, leased, or rented; and,
  - iv. consider opportunities to accommodate an extension of complementary uses outside of a building, such as retail display areas.

## Site, Building, and Landscape Design

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

- d. Public spaces should be designed to support moderate to high volumes of pedestrians.
- e. Development in Industrial Transition areas should:
  - fully enclose industrial activities in a building and limit off-site impacts if it presents disruptions to adjacent uses such as heat, odour, dust, vibration, light, or waste;
  - ii. encourage industrial working spaces along the lane or behind the building;
  - iii. provide well-marked primary entrances facing the street or lane;
  - iv. provide windows with views to and from the street, including views to production areas;
  - provide a transition from the public space to a building using landscaped areas, amenity space, or other design features; and,
  - vi. provide high-quality landscaping.

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# **2.2.1.4** Neighbourhood Connector and Neighbourhood Local

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

# Policy

#### Land Use

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

## Site, Building, and Landscape Design

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

- c. Development in Neighbourhood Connector and Neighbourhood Local areas should:
  - i. consider the local built form context;
  - ii. be oriented towards the street;
  - **iii.** consider shadowing impacts on neighbouring properties; and,
  - iv. provide access to off-street parking and loading areas from the lane.

- d. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.
- Where residential units are located on the ground floor along lower activity streets or lanes, development should be designed to:
  - locate amenity spaces along the lane;
  - provide on-site pedestrian routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
  - iii. provide windows with views to the street

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# 2.2.1.5 Neighbourhood Connector

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

# **Policy**

## Land Use

- Development in Neighbourhood Connector areas should support a higher frequency of units and entrances facing the street.
- b. Development in Neighbourhood Connector areas may include local commercial uses to serve nearby residents such as cafes, corner stores, retail, personal service uses, work-live units, or home-based businesses.
- Commercial uses in Neighbourhood Connector areas should be small format and designed to mitigate impacts on adjacent residential uses.
- **d.** Development in Neighbourhood Connector areas may include stand-alone or mixed-use buildings.

## Site, Building, and Landscape Design

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

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

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# 2.2.1.6 Neighbourhood Local

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

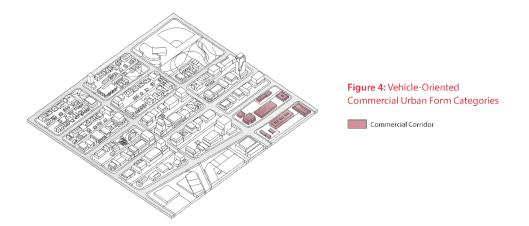
# **Policy**

 Multi-Residential development is only supported in the Neighbourhood Local, Limited Scale areas in a grade-oriented form.

# Land Use

- b. Development in Neighbourhood Local areas in the communities of Mission, Cliff Bungalow, Bankview, and South Calgary may include local commercial uses to serve nearby residents such as cafes, corner stores, retail, personal service uses, work-live units, or home-based businesses.
- c. Commercial uses in Neighbourhood Local areas in the communities of Mission, Cliff Bungalow, Bankview and South Calgary should:
  - be small format and designed to mitigate impacts on adjacent residential uses;
  - ii. consider rear lane traffic impacts in locating customer parking;
  - iii. provide public access to the business from the public sidewalk; and,
  - iv. not locate any public areas of the business in the rear yard.

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# 2.2.2 Vehicle-Oriented Commercial

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

Vehicle-Oriented Commercial areas are expected to evolve to support intensification and a comfortable **pedestrian** experience that improves connectivity to and within these sites. The incremental improvements policy in Section 2.4.3.2 guides discretion where limited redevelopment is proposed.

# Policy

# Land Use

- Development in Vehicle-Oriented Commercial areas should support commercial uses on the ground floor facing the public street, internal publicly-accessible private streets, or parking areas.
- **b.** Development in Vehicle-Oriented Commercial areas may:
  - include stand-alone or mixed-use buildings;
  - ii. accommodate low-impact industrial uses.
- c. Development in Vehicle-Oriented Commercial areas may include residential uses on sites that have any one or more of the following characteristics:
  - i. access to moderate to frequent transit service;
  - access to higher quality pedestrian routes and cycling infrastructure; or,
  - iii. proximity to a residential area.
- **d.** Vehicle-oriented uses should not be located in any one or more of the following:
  - in areas of high pedestrian activity;
  - ii. within transit station areas; or,
  - iii. where the use interferes with access to cycling infrastructure.

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#### Site, Building, and Landscape Design

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

- **e.** Development in Vehicle-Oriented Commercial areas should:
  - i. identify a hierarchy of **pedestrian** routes that connect destinations on the site;
  - ii. locate commercial uses along higher activity public streets or internal publiclyaccessible private streets;
  - iii. position buildings to face public streets or internal publicly-accessible private streets;
  - iv. not locate parking between a building and a higher activity street:
  - provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;
  - vi. locate access and service areas away from public streets and screen with landscaped areas;
  - vii. provide well-marked, individual entrances for units that face a public street or internal publicly-accessible private street;
  - viii. use building articulation to provide a welldefined, continuous street wall and improve the pedestrian experience using varied textures, high-quality building materials, and setbacks: and.
  - ix. position landscaped areas to enhance and complement the interface between the building and pedestrian routes.

- Industrial activities should be fully enclosed within a building.
- g. Development that contains industrial uses should limit off-site impacts, such as heat, odour, dust, vibration, light, noise, or waste impacts that are disruptive to adjacent uses.
- h. Developments with institutional, office or industrial uses located on the ground floor facing a public street or internal publicly-accessible private street should provide:
  - windows with views to the street and access to natural light;
  - ii. amenity space that could be used for daily activity or seasonal programming; and,
  - iii. lobbies that have well-marked entrances and allow for clear sight lines to and from the building.
- Where vehicle-oriented uses are provided, development should be designed to:
  - minimize the number of locations where vehicles cross the sidewalk;
  - ii. minimize driveway width or locate driveways on a lower activity street;
  - iii. incorporate landscaped areas;
  - iv. provide well-defined and direct pedestrian routes to transit stops and stations or adjacent residential areas; and,
  - provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.

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# 2.2.2.1 Commercial Corridor

Commercial Corridor areas are characterized by a range of commercial uses, typically concentrated at key nodes or along key corridors. Existing development may be vehicle-oriented, with parking areas between the building and the public street. As redevelopment occurs, the intent is that these sites will support intensification through new buildings that frame public and private streets, improve connectivity, and provide a comfortable **pedestrian** experience.

#### **Policy**

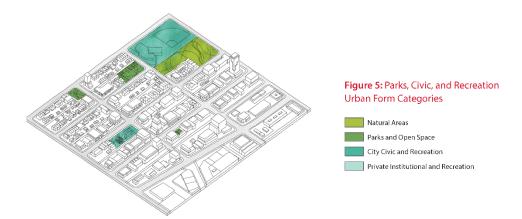
### Site, Building, and Landscape Design

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

- a. Development in Commercial Corridor areas should:
  - support commercial use on the ground floor facing a public street or internal publicly-accessible private street;
  - establish a fine-grained block pattern through a hierarchy of internal vehicular and pedestrian routes;
  - iii. locate access and service areas off a lane; and,
  - iv. locate residential, office, and institutional uses on the upper floors of buildings.

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# 2.2.3 Parks, Civic, and Recreation

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

# **Policy**

## Site, Building, and Landscape Design

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

- **a.** Developments within Parks, Civic, and Recreation areas should:
  - connect to the community, including other parks and open spaces by active transportation and transit networks;
  - ii. use climate resilient native and low or no maintenance plant species;
  - consider operations and maintenance requirements, such as snow clearing and snow storage to prevent inhibiting the primary functions of the site;
  - iv. consider the use of winter-specific design; and,
  - v. include signage and wayfinding.
- **b.** Buildings and facilities within Parks, Civic, and Recreation areas should:
  - i. be located to maximize accessibility;
  - be oriented to minimize negative impacts, such as shadowing, on surrounding park or open space areas;

- iii. be made of materials that complement surrounding parks or open space;
- iv. provide shelter to allow for year-round use;
- consider design that allows indoor spaces to open to the outdoors; and,
- identify opportunities to improve building performance, including reducing energy consumption and improving stormwater management.
- c. Parks, Civic, and Recreation areas should consider incremental site improvements to be assessed at the time of application, including but not limited to:
  - providing additional services, programming, or facilities for all-season use;
  - ii. protecting or rehabilitating natural areas;
  - iii. improving accessibility;
  - adding additional servicing, such as electrical and water service to allow for future facilities and capacity to support festival activities; and,
  - v. providing public art or cultural spaces.

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# 2.2.3.1 Natural Areas

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

# **Policy**

#### Site, Building, and Landscape Design

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

- a. Natural Areas should:
  - support the protection, preservation, and rehabilitation of ecological processes and functions;
  - ii. support the presence of wildlife and pollinators by connecting parks and open spaces with natural areas to support the ecological network and provide habitat and movement corridors; and,
  - iii. be accessible by pedestrian and cycling infrastructure in a manner that does not inhibit the overall ecological function of the space.

- b. Pathways adjacent to Natural Areas should be designed and constructed to minimize disturbance to ecologically sensitive areas and create a buffer between the Natural Area and adjacent development.
- Natural Areas may identify and integrate cultural landscapes in their design and layout.
- Prioritize conservation and restoration within the ecological network along the Elbow River corridor.
- e. Naturalize and expand parks and open spaces adjacent to the ecological network.
- f. Riparian areas should be preserved and restored to enhance resilience to river flooding using natural infrastructure, where feasible.

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# 2.2.3.2 Parks and Open Space

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

## Policy

#### Land Use

- a. Parks and Open Space areas may accommodate:
  - a range of uses that support the primary function of the site, such as schools and community associations;
  - educational, athletic, cultural, creative, and social programming;
  - commercial services or pop-up and temporary uses that complement the primary function of the site; and
  - iv. public education programming and interpretive information about local natural history and ecosystems.
- b. If a school site is declared surplus by a school board, The City should explore the acquisition of the school site, consider adaptive reuse or redevelopment of buildings, and consider the retention of playfields as park space.
- c. Existing homes in parks and open space areas may be renovated or replaced, however, increases to the number of units or floor area are discouraged.

# Site, Building, and Landscape Design

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

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

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

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# 2.2.3.3 City Civic and Recreation

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

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

# Policy

#### Land Use

- a. City Civic and Recreation areas should support:
  - a range of recreation, civic, arts, and cultural opportunities to meet the needs of an increasingly diverse city in all seasons;
  - ii. commercial services that complement the primary function of the site; and,
  - **iii.** protective and emergency services and municipal-operated buildings.
- b. All types of care facilities, non-market housing, and mixed-market housing are appropriate in this category and are encouraged to locate in integrated civic facilities where there is convenient access to community services and amenities.
- No new cemeteries or expansion of existing cemeteries should be supported

#### Site, Building and Landscape Design

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

d. City Civic and Recreation areas should:

- support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community;
- ii. identify and integrate cultural landscapes in their design and layout;
- iii. be designed in a manner that allows for safe and accessible access by all ages and abilities;
- iv. consider opportunities for publicly-accessible drinking fountains and washrooms; and,
- support community gatherings, festivals, cultural activities, and special events by providing adequate servicing, access, space, and facilities based on the size and function of the area.
- City Civic and Recreation areas may support the presence of wildlife and pollinators by providing habitat.
- f. The provision of space for local food production, processing, sales, and programming is encouraged on-site or within community facilities.

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# 2.2.3.4 Private Institutional and Recreation

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

# **Policy**

#### Land Use

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

#### Site, Building and Landscape Design

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



# 2.2.4 Regional Campus

The Regional Campus areas are characterized by large sites that are used for regional institutional or transportation functions regulated by the provincial or federal government. Regional Campus areas contain a concentration of uses that serve regional civic, institutional or transportation purposes, including airports, railyards, hospitals, and post-secondary institutions. The sites are typically serviced by internal street networks and comprised of multiple buildings.



# 2.2.5 Comprehensive Planning Sites

Comprehensive Planning Sites identify and provide direction for one or more parcels where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private infrastructure, such as internal publicly accessible private streets that service the site. These sites are envisioned to redevelop over time and are expected to integrate with the surrounding community. Additions to existing development or smaller scale redevelopment may be considered by the Development Authority in advance of a comprehensive development plan for these sites.

# **Policy**

#### Site, Building, and Landscape Design

- a. Comprehensive Planning Sites should undertake a master planning exercise prior to, or at the time of, a planning application and should:
  - i. identify an appropriate transition of use and scale to adjacent areas;
  - ii. identify a hierarchy of streets and pedestrian routes that connect destinations on and to the site:
  - iii. identify active transportation supportive amenities, such as secure bicycle parking and shower facilities;
  - iv. identify and include mobility infrastructure and missing links to connect to adjacent areas;
  - identify phasing for future development, including how parking areas and parking demand and supply may change over each phase;

- identify opportunities for comprehensive energy planning and include features to reduce greenhouse gas emissions;
- vii. use site design to activate edge and corner conditions, including setbacks, lot patterns, building siting, and landscaping;
- viii. identify the location of publicly-accessible open space:
- ix. identify opportunities to create a sense of place;
- x. integrate transit infrastructure; and,
- xi. identify utility connections.



# 2.2.5.1 MNP Sport Centre/Lindsay Park

MNP Community & Sport Centre and Lindsay Park are located along Macleod Trail S, just south of the Elbow River. The site is bounded by the Elbow River to the west and north, Macleod Trail S to the east, and 22 Avenue SW to the south.

#### Policy

- a. Future redevelopment should provide safe and convenient pedestrian, cycling and vehicular access to the MNP Sport Centre.
- b. Future redevelopment may consider providing housing on the current surface parking area. Should redevelopment occur, parking supply and demand for the site should be reviewed to ensure adequate public parking is available for the MNP Sport Centre.
- c. Review the use of lands between the current parking area and Macleod Trail S to determine how the land could be better utilized.

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# **2.2.5.2** Holy Cross

The Holy Cross Site is the former Holy Cross Hospital and is located at 2202 2 Street SW. The site is bounded by 2 Street SW to the west, 24 Avenue SW to the south, 1 Street SW to the east, and Holy Cross Lane SW to the north.

#### **Policy**

- a. The interface between new buildings and the historic McNab Wing should be designed to respect the elements of the building that have been designated as a Municipal Historic Resource.
- b. Redevelopment should identify and prioritize publicly accessible pedestrian routes through the site, to reduce pedestrian walking distances to and through the site.
- c. Vehicle parking is encouraged to be located underground with the exception of short-term surface parking, which should not be located between a public street or publicly accessible walkway and a primary building entrance.
- d. The closure of Holy Cross Lane adjacent to the Elbow River to vehicle traffic and conversion to a pedestrian-only space should be considered upon redevelopment of the site.

- e. In the event of subdivision of the site, Municipal Reserve should be provided as a contiguous parcel.
- f. Municipal Reserve should be located adjacent to a public street or publicly accessible pedestrian route and should be easily visible from a public street.
- **g.** Municipal Reserve is encouraged to be located adjacent to the Elbow River.
- h. New development is discouraged from casting a shadow on an area 20 metres (66 feet) from the top of the West Bank of the Elbow River between the hours of 10:00 a.m. to 2:00 p.m. Mountain Daylight Time on September 21.



# **2.2.5.3** Richmond Road Diagnostic and Treatment Centre

The Richmond Road Diagnostic and Treatment Centre (formerly the Alberta Children's Hospital) is located at 1820 Richmond Road SW. It is bordered by Richmond Road SW to the west, 20 Avenue SW to the south, Calgary Arts Academy and a place of worship to the east, and 17 Avenue SW to the north.

## **Policy**

- a. Future redevelopment of the site should identify and prioritize direct and publicly accessibly pedestrian routes through the site, particularly along:
  - a north-south connection between 20 Avenue SW and 17 Avenue SW generally aligned with 20 Street SW; and,
  - ii. an east-west connection to reduce walking distances to the MAX Yellow BRT station at Crowchild Trail SW and 17 Avenue SW.



# 2.2.6 Special Policy Areas

A Special Policy Area identifies places for specific policy guidance where an area does not fit within an existing urban form category.

# 2.2.6.1 Cathedral District

The Cathedral District includes a concentration of buildings and structures relating to the history and development of the Mission community. There are several sites in the district that are on The City's Inventory of Evaluated Historic Resources including: C.N.R Station (formerly St. Mary's Parish Hall), Sacred Heart Convent, Rouleau Residence, St. Mary's Cathedral, St. Mary's Rectory and Parish Office, and nearby the House of Israel. Protecting and retaining these historically significant buildings is an important goal of the Plan.

In order to incentivize the preservation of historically significant structures in the Cathedral District, the following policies apply:

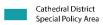
# **Policy**

- a. The allowable building scale, as shown on Map 4: Building Scale, is allowed for each site only if the following buildings associated with each site are retained and designated, by Bylaw, as a Municipal Historic Resource to the satisfaction of the Heritage Planner. The subject site(s) must also be re-designated to a direct control district to clarify any applicable land use restrictions and any remaining allowable density:
  - i. historic Sacred Heart Convent building for the site located at 225 19 Avenue SW; and,
  - ii. St. Mary's Cathedral, Rectory and Parish Hall for the site located at 221 18 Avenue SW.
- If the buildings listed in subsection 2.2.7.1(a) are not retained and designated, the maximum building scale for each site is five storeys.
- c. New development in the Cathedral District should be physically and visually compatible with, subordinate to and distinguishable from existing historically significant buildings using elements such as:
  - i. site design;
  - ii. landscaping;
  - iii. scale transitions;
  - iv. setbacks;
  - v. stepbacks;
  - vi. massing;
  - vii. complementary and distinguishable architectural design; and,
  - viii. material selection and variation.

#### Figure 6: Cathedral District



## Legend



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# 2.2.6.2 Giuffre Family Library and Fire Station No. 5

The Giuffre Family Library and South Calgary Fire Station No. 5 are located within South Calgary Park, on the west side of 14 Street SW, between 30 Avenue SW and 32 Avenue SW. These facilities may present an opportunity for future redevelopment to include additional civic facilities, non-market housing or mixed-market housing or other supportive uses. The following policies apply to the site:

# **Policy**

- a. Any proposed redevelopment on the Giuffre Library site and/or the South Calgary Fire Station No. 5 site should consider providing an integrated civic facility that may include a library, fire hall, non-market housing or mixed-market housing, and other uses that provide community benefit.
- **b.** The proposed building scale for the site should consider the following:
  - i. shadowing impacts on South Calgary Park;
  - ii. spatial and site design requirements for civic facilities within the development;
  - iii. operational requirements for civic facilities, including including a public library;
  - iv. appropriate densities considering the location of the site along the Primary Transit Network; and,
  - the building scale required to ensure the viability of providing non-market housing or mixed-market housing.

**Figure 7:** Giuffre Family Library and Fire Station No. 5



#### Legend

Giuffre Family Library and Fire Station No. 5 Special Policy Area

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# 2.2.6.3 Garrison Woods

CFB East, the area comprising the community of Garrison Woods, served as the PMQ (Private Married Quarters) for the military base, until its closure in 1998. Many of the PMQs were renovated as part of the redevelopment of CFB East into the community of Garrison Woods, with much of the street layout and street names being maintained. The areas where PMQs had been retained and renovated form this special policy area. The following policies apply to the site:

# Policy

 New development should reflect the historic nature of residential development in the area and should take inspiration from the architecture of the preserved PMQ housing.

Figure 8: Garrison Woods Special Policy Area



## Legend



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# **2.3** Scale Modifiers

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

All buildings, regardless of scale, are expected to meet the standards of design excellence as articulated by the Urban Design Elements in The City's **municipal development plan**.

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

The City's land use bylaw will supplement building scale modifiers by regulating height, density, and setbacks.

#### No Scale Modifier

• No scale modifier has been applied to these areas.

# Parks, Civic and Open Space

Scale modifiers are not applied within these areas.

#### Limited

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

# Low - Modified

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

# Low

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

#### Mid

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

# High

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

# Highest

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

# Modified Building Scale

- Building scales that vary from building scale modifiers identified in this section.
- Only used in locations identified in Section 2.5 Area Specific Policies such as Main Streets and transit station areas.
- To be used in locations with unique site characteristics, or where additional technical analysis demonstrates that varied building scales modifiers may be appropriate.

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# 2.3.1 Limited Scale

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

#### Policy

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

# 2.3.2 Low Scale – Modified

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

#### Policy

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





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# **BYLAW NUMBER 42P2025**

# 2.3.3 Low Scale

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

#### **Policy**

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

# 2.3.4 Mid Scale

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

#### Policy

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





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# 2.3.5 High Scale

High Scale accommodates developments up to twenty-six storeys.

#### **Policy**

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

# Maximum 26 storeys

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# 2.3.6 Highest Scale

Highest Scale accommodates developments twenty-seven storeys and higher.

#### Policy

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





# 2.3.7 Modified Building Scale Areas

The Plan identifies some areas as having Modified Building scale. These are areas that may have unique site characteristics, such as topography or irregular parcel configurations, or where additional technical analysis demonstrates that varied building scales modifiers may be appropriate. Modified Building Scale Areas are only used in locations identified in Section 2.5 Area Specific Policies such as Main Streets and transit station areas.

Policies for Modified Building Scale Areas can be found in Section 2.5 Area Specific Policies.

# **Policy**

 Modified Building Scale Areas may include building scales that vary from building scale modifiers identified in this section.

# 2.3.8 Scale Transition

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

#### Policy

- a. Development should provide transitions in building height and massing where different scale modifiers are located adjacent to each other in Map 4: Building Scale. This may include, but is not limited to, the following strategies:
  - using similar street wall heights and building massing along a street; and,
  - ii. decreasing height incrementally through a block.





# **2.4** Plan-Wide Policies

# 2.4.1 Climate Mitigation and Adaptation

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

# Policy

- a. The Development Authority may support relaxations to the The City's land use bylaw to enable or incentivize the:
  - i. use of climate resilient materials and designs;
  - ii. reduction of greenhouse gas emissions; or,
  - iii. inclusion of community climate resilience assets; or.
  - iv. development of net zero or net zero ready buildings.
- New development, major renovation, and retrofits are encouraged to share their energy performance through the applicable City building energy benchmarking program.

# 2.4.2 Built Form

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

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

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

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# 2.4.2.1 Site Design

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

#### Policy

- a. Development should:
  - locate buildings to frame public streets;
  - limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross the sidewalk;
  - iii. locate access and service areas off a lane;
  - provide well-defined and direct pedestrian routes to nearby transit stops and stations or adjacent residential areas;
  - identify pedestrian routes that connect destinations within and to the site;
  - vi. provide on-site pedestrian routes that minimize conflicts with vehicles, particularly near access and service areas;
  - vii. position landscaped areas that enhance and complement the interface between the building and pedestrian routes;
  - viii. retain existing, healthy public trees and landscaping on, or adjacent to, development sites:
  - ix. consider retaining existing, healthy private trees, and landscaping on development sites, particularly in street-facing setback areas;
  - design and locate infrastructure in a manner that minimizes disturbances to existing public and private trees;
  - xi. consider design and site layouts that accommodate snow storage and removal; and,
  - **xii.** maximize permeable surfaces and enhance greenspace.
- b. Where uses are located on the ground floor along a lane, development should be designed to accommodate on-site pedestrian routes to minimize conflicts with vehicles.
- Pedestrian access and internal circulation for all new development with multiple buildings should be designed for universal accessibility.
- d. Development should utilize slope-adaptive design solutions on sites with significant grade changes.

- e. Development should support shared-mobility options in proximity to a transit station area and in a manner that minimizes impacts on transit movement or pedestrian and cyclist access to transit infrastructure.
- Development is encouraged to provide secure bicycle parking and other active transportation supportive amenities.
- **g.** Development is encouraged to provide shading and cooling amenities, especially to:
  - heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;
  - high traffic pedestrian and cycling corridors;
  - iii. areas with lower tree canopy coverage.
- Alternative solutions or innovative designs may be considered for:
  - pedestrian access and internal circulation, where challenging topography or other site constraints exist; and,
  - accessing and servicing a development, where standard requirements cannot be met.
- Development adjacent to or facing parks and open space, including interfaces separated by a lane or street, should:
  - activate the park and open space through site and building design;
  - ii. provide amenity space facing the park or open space;
  - iii. provide views into the park and open space;
  - iv. minimize shadow impacts:
  - consider opportunities for commercial frontages facing the park and open space in commercial or mixed-use developments;
  - vi. consider integrating pedestrian routes to the park or open space;
  - vii. consider opportunities for residential units facing the park and open space; and,
  - viii. use landscaped areas to delineate open space and property boundaries.

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- j. A shadow study may be required at the planning application stage for development adjacent to parks and open space to ensure minimal daytime spring and fall shadow impacts.
- k. Development adjacent to engineered walkways are encouraged to improve the interface with the walkway by supporting passive surveillance, increasing visual permeability and/or activating the walkway through design strategies such as:
  - i. orienting building entrances toward the walkway;
  - providing windows and other transparent façade treatments facing the walkway;
  - avoiding the use of tall fences and other opaque landscape treatments adjacent to the walkway;
  - avoiding blank facades facing the walkway; and,
  - v. providing exterior building lighting adjacent to the walkway.
- Utility upgrades should be coordinated, when feasible and appropriate, with other infrastructure improvements, particularly along Main Streets and in transit station areas.
- m. Development on streets with public space setbacks should use the setback area to provide an improved public space and create a comfortable and safe pedestrian experience. Design considerations are subject to technical feasibility and may include, but are not limited to:
  - i. improved sidewalks (width, surface treatment, accessibility);
  - ii. enhanced landscaping;
  - iii. street trees that meet the standards for tree planting, including the use of high-quality soil material, sufficient soil volume, and other best practices to support the growth and survival of new trees:
  - iv. street furniture; and,
  - v. integration with transit stops.

- Development is encouraged to make use of shared driveways where rear lanes do not exist to reduce vehicle crossings of the sidewalk.
- Development should explore opportunities to reduce impervious surfaces to improve water quality and reduce runoff volume by applying stormwater management practices such as low impact development.
- Large surface parking areas are encouraged to be covered by solar canopies.

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# 2.4.2.2 Building Design

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

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

#### Policy

- a. Development should be designed to:
  - provide a well-defined, continuous pedestrian-scale street wall of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;
  - use building articulation to define the street wall and improve the pedestrian experience using varied textures, change in building materials, façade articulation, and setbacks;
  - differentiate the street wall from upper portions of a building using varied textures, change in materials, façade articulation, and setbacks;
  - iv. use variation in building heights, rooflines, and massing to reduce building bulk, avoid long, uninterrupted building frontages, and create architectural interest;
  - v. integrate transit stop amenities, where feasible;
  - vi. reduce the negative impacts of wind at the ground floor and to optimize sunlight access to the public space, open spaces, and amenity spaces:
  - vii. integrate mechanical equipment as part of the overall design of the building;
  - viii. maximize south facing solar exposure to increase solar energy feasibility; and,
  - ix. use durable and climate resilient building materials.
- Development in provincially identified flood hazard areas must include flood protection measures to mitigate risk at the specified flood-event level in land use and development regulations.

- c. Building frontages should:
  - provide well-marked primary entrances that are barrier-free;
  - provide entrances and windows that maximize views to and from the street; and,
  - iii. include building features that shelter pedestrians, provide weather protection and visual interest, and support year-round activity.
- d. Building frontages on corner parcels should:
  - provide well-marked primary entrances along the higher activity street or at the corner;
  - ii. provide entrances to uses on both street frontages;
  - iii. wrap building features and materials around a building corner; and,
  - continue public or publicly-accessible amenity space around a building corner, where provided.
- e. Residential frontages on the ground floor should provide:
  - well-marked, individual entrances for units which face a public street or internal pedestrian route;
  - windows with views to the street and access to natural light; and,
  - setbacks that allow for a transition from the public space to residential units that incorporate landscape and design elements or amenity spaces.

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- f. Development should consider integrating on-site renewable energy generation and/or other alternative energy sources, such as solar photovoltaic systems like rooftop solar and solar walls and/or geothermal heating and cooling.
- **g.** Development is encouraged to incorporate climate mitigation building features, which can include:
  - reducing energy consumption beyond minimum energy code requirements by integrating high performance mechanical systems and building envelope wallassemblies;
  - ii. lowering emissions and waste production caused by new construction through supporting adaptive reuse of existing buildings; or,
  - iii. integrating electric vehicle charging infrastructure.
- h. Development is encouraged to have sufficient electrical capacity and structural stability to allow for electric vehicle charging, rooftop solar installations, and electrical heating and cooling, to enable the installation of these features at time of construction or in the future.
- Development is encouraged to be net zero or net zero readv.
- Development may require onsite stormwater retention within private land to improve community flooding resiliency.
- k. Long blank walls are discouraged from facing a street or public sidewalk. Where they are provided, the visual impact must be mitigated through design measures such as murals, artistic screening and/or facade articulation.
- Where telecommunication infrastructure is provided, the design of such infrastructure should be integrated within the building design or be camouflaged with the natural surroundings.

- m. Development adjacent to Natural Areas should use bird-friendly urban design strategies to reduce potential bird-window collisions. Bird-friendly design considerations should be made for:
  - transparent windows and panels along the lower levels of the building (up to 16.0 metres in building height);
  - ii. soft landscaping and glazing around the rooftop amenity areas; and,
  - iii. building lighting.

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# 2.4.2.3 Amenity Space

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

## **Policy**

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

- e. Private amenity spaces should:
  - i. be adequately sized to accommodate furniture;
  - ii. consider both sunlight and shade access; and,
  - iii. provide weather protection to support year-round use.
- Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for urban agriculture.
- g. Publicly-accessible and shared private amenity spaces are encouraged to provide access to drinking water and universally accessible washrooms.



# 2.4.2.4 Landscape Design

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

#### **Policy**

- a. Landscaped areas should:
  - i. provide a transition from the public space;
  - ii. enhance and complement the interface between the building and the public space;
  - iii. incorporate existing, healthy trees and landscaping;
  - iv. delineate open space and property boundaries;
  - v. provide shade in areas of high sun exposure;
  - vi. identify site entrances and gateway sites with distinctive landscape design features;
  - vii. use climate resilient plant material, that includes native and low or no maintenance species;
  - viii. avoid the use of invasive species;
  - ix. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
  - x. locate plants in areas suitable to their specific growing needs.
- b. Plant material selected for landscaped areas should:
  - incorporate a range of plant species to promote biodiversity;
  - ii. use plants that provide food for people or wildlife:
  - iii. use a range of tree species to contribute to the urban tree canopy;
  - iv. be appropriate for current and future climate projections;
  - v. provide year-round visual interest; and,
  - vi. be low maintenance.

- c. Water conservation strategies are encouraged in landscaped areas. These may include, but are not limited to:
  - the use of drought tolerant or low water use plants;
  - ii. grouping plants with similar maintenance needs together;
  - iii. incorporating design features that collect and retain or infiltrate rainwater;
  - iv. the use of high-efficiency irrigation systems; and,
  - redirecting building and surface runoff to landscaped areas.



### 2.4.3 Additional Design Considerations

The following policies provide additional design considerations to guide the use of discretion during planning applications, including the protection and identification of heritage resources and sustainable development. The policies in the following sections apply to all urban form categories.

### 2.4.3.1 Innovation and Creativity

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

#### **Policy**

- a. Discretion to consider relaxations to The City's land use bylaw regulations or alternative solutions to City standards are encouraged where the proposed solution implements outcomes consistent with the vision and core values of this Plan and The City's municipal development plan.
- Regulatory changes are encouraged where they reduce or eliminate barriers to innovative and alternative design and planning.

### 2.4.3.2 Incremental Improvements

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

#### **Policy**

- a. Where limited or incremental redevelopment is proposed, improvements to the existing development should be considered and consistent with the scope of the application.
- Relaxations to The City's land use bylaw regulations or alternative solutions to City standards should be considered to support incremental improvements.

### 2.4.3.3 Interim Development

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

#### Policy

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

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# **2.5** Area Specific Policies

The following policies provide direction in specific areas in the West Elbow Communities including Main Streets, transit station areas, and community corridors.

### 2.5.1 Main Streets

This section includes policies that apply to development with frontage on the Main Streets: the Neighbourhood Main Streets on 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 4 Street SW, and 14 Street SW, and the Urban Main Street Macleod Trail S. 17 Avenue SW, 14 Street SW, 4 Street SW, Macleod Trail S, and 33 Avenue SW are also part of the Primary Transit Network.

These policies are intended to encourage the creation of high-quality buildings on Main Streets that enhance the **pedestrian** experience and **public space** while supporting medium to high levels of **pedestrian** activity.



#### **Policy**

- High-quality, durable exterior finishing materials such as masonry, metal, wood, glass, composite, and/or concrete should be used on the street wall.
- b. To encourage a continuous street frontage and mitigate vehicle and pedestrian conflicts on Main Streets, reconfiguration and/or closure of lanes that run perpendicular to the Main Street may be considered subject to technical feasibility.
- c. Buildings should minimize shadow impacts onto the sidewalk and public spaces on the opposite side of the street, measured during the spring and fall equinoxes. Measures to minimize shadow impacts may include:
  - i. reduced floor plates,
  - ii. tower separation,
  - iii. stepbacks; and,
  - iv. tower orientation, dimensions, and location.

- d. Development on Main Streets should improve the public space and create a safe, welcoming pedestrian environment to reduce conflict areas. Design considerations should include, but are not limited to:
  - sidewalk widths that accommodate safe and comfortable pedestrian movement for the volume of anticipated users, while considering width restrictive elements such as adjacent outdoor patios and boulevard trees;
  - ii. planting of additional street trees, where feasible, using standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/techniques to promote long-term sustainability of newly planted trees;
  - iii. enhanced landscaping including the use of low impact development and green stormwater infrastructure:
  - iv. publicly-accessible amenity space, street furniture, and/or street lighting especially adjacent to transit station areas;
  - closure or merging of existing driveways to reduce conflict areas:
  - vi. vehicular access from lanes on lower-order side streets;
  - vii. curb extensions at intersections and pedestrian crossings;
  - viii. consideration of mobility connections between adjacent development sites;
  - ix. alignment with any City Streetscape Master Plans and/or other City initiated public space plans; and,
  - opportunities to provide for interim streetscape enhancements, including within public space setbacks.

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- e. Development should create a well-defined **street**wall to support a human-scaled street environment
  on **Main Streets**. Design strategies may include, but
  are not limited to:
  - building stepbacks at or below the sixth storey;
  - ii. overall reduction of building mass at or above the sixth storey:
  - iii. building articulation using building materials, massing and projections; and,
  - iv. street furniture, awnings, tree plantings, and lighting along street wall to enhance pedestrian experience.
- f. New standalone low-intensity uses such as single detached, semi-detached, and duplex housing are discouraged.
- g. Development should maximize the use of transparent windows and doors, gathering spaces, patios, and display areas at the street level.
- Development on corner parcels that are adjacent to primarily residential areas should consider locating public amenity spaces at the corner of the parcel.
- Consolidating parcels along Main Streets is encouraged for greater development potential, to provide for comprehensively planned development and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.
- j. Parking relaxations should be considered for development on constrained sites, such as individual lots that cannot feasibly consolidate to make development more feasible. Where parking relaxations are supported, transportation demand management measures including increased bicycle and alternative mobility storage should be provided.
- Standalone surface parking should not be supported.
- New loading and servicing areas should be located on less active side streets, on lanes, or internal to development sites and be designed to minimize impacts on streets and conflicts with pedestrians and cyclists.

- New development should integrate with and improve transit stops. Design strategies may include, but are not limited to:
  - i. providing paved pedestrian connections;
  - ii. incorporating transit stops into the overall site design;
  - avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops;
  - iv. siting of building structures, facades, and trees to maximize sun exposure and mitigate wind at transit stops; and,
  - enhancing transit waiting areas by improving street lighting, real-time transit schedule signage, as well as climate-controlled and highly visible shelters.
- n. Development within areas with concentrations of commercial heritage assets should:
  - prioritize retention and incorporation of the heritage asset into the new development;
  - draw design reference from adjacent and nearby heritage assets, and should not overwhelm the form and massing of those assets; and,
  - iii. include design solutions such as setbacks, building articulation and material variation to provide a sensitive interface between new development and heritage assets.
- **o.** Integration of wayfinding with public art and interactive mediums is supported.
- p. Development adjacent to primarily residential areas should ensure that the rear façade uses material and design features that are similar to the front façade of the building.
- q. Underground parking within required public realm setback and/or front setback areas should be allowed subject to confirmation of technical feasibility (i.e. location of utilities).
- Development should provide enhanced sidewalk, complete missing links and accommodate the 5A Mobility Network.
- s. New development should explore the burial of overhead utilities.
- t. Development should maintain the public realm setback for the corridor, where applicable.



### 2.5.2 Neighbourhood Main Streets

Portions of 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 4 Street SW, and 14 Street SW are identified as Neighbourhood Main Streets in The City's municipal development plan, which includes general policies and development intensity targets for Neighbourhood Main Streets. These streets serve as important commercial areas and gathering places in the West Elbow Communities for Calgarians and visitors to the city.



# 2.5.2.1 10 Avenue SW Neighbourhood Main Street

The portion of 10 Avenue SW between 19 Street SW and 14 Street SW is identified as a Neighbourhood Main Street, and serves as a pedestrian, transit, and vehicular gateway to the Greater Downtown from the west. The elevated Blue Line LRT and the CPKC freight rail corridor run immediately to the north of 10 Avenue SW. A commercial and social focal point for the community of Sunalta, 10 Avenue SW contains at-grade commercial uses, light-industrial uses, offices, and higher-density residential at the intersection of 10 Avenue SW and 14 Street SW, another identified Neighbourhood Main Street.

In addition to the above general Main Streets Policy, the below policies are applicable to the 10 Avenue SW Neighbourhood Main Street.

#### **Policy**

a. Portions of the 10 Avenue Main Street are identified as forming part of the Core Zone or Transition Zone for the Sunalta transit station area on the Blue LRT line. Additional policies for transit station areas are found in section 2.5.4.

Figure 9: 10 Avenue Neighbourhood Main Street



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### 2.5.2.2 17 Avenue SW Neighbourhood Main Street

17 Avenue SW between Crowchild Trail SW and Macleod Trail S is identified as a Neighbourhood Main Street in The City's municipal development plan. 17 Avenue SW is an important east-west connection for pedestrians, transit users, and vehicles, and acts as the border between the Greater Downtown and several communities. 17 Avenue SW intersects with 14 Street SW and 4 Street SW, other identified Neighbourhood Main Streets.

In addition to the above general Main Streets policy, the below policies are applicable to the 17 Avenue SW Neighbourhood Main Street.

#### **Policy**

- a. Portions of the 17 Avenue SW Main Street are identified as forming part of the Core Zone or Transition Zone for the 17 Avenue MAX Yellow BRT transit station area or the Victoria Park Stampede transit station area on the Red LRT line. Additional policies for transit station areas are found in Section 2.5.4.
- Commercial development is encouraged to provide publicly accessible underground parking.
- c. Larger format retail is encouraged to locate on the bulk of the floor space on second floor or above, or, when located at-grade, be located behind smaller commercial uses that face the street.
- d. Development south of 17 Avenue SW, and between 14 Street SW and 4 Street SW, as shown in Figure 11, with a building scale designation of Modified Building Scale Area, should be a maximum of 16 storeys or less. The maximum height may exceed 16 storeys if, at the time of planning application, it is demonstrated that the development aligns with shadowing policies as per policy 2.5.2.2(e). Proposals to exceed 16 storeys should include items that provide a public benefit as identified in policy 2.5.4(i), to the satisfaction of the Development Authority.
- e. Development south of 17 Avenue SW, between 14 Street SW and 4 Street SW should not cast shadows on sidewalks on the north side of 17 Avenue between the hours of 10:00 a.m. and 2:00 p.m. (M.S.T.) from March 21 to September 21. Development may exceed the maximum height indicated on Map 4: Building Scale if the development does not cause additional shadow impacts beyond what is indicated within this policy, to be determined at time of planning application.

Figure 10: 17 Avenue SW Modified Building Height



Figure 11: 17 Avenue SW Neighbourhood Main Street





### 2.5.2.3 33 Avenue SW Neighbourhood Main Street

33 Avenue SW from Crowchild Trail SW to 14 Street SW is identified as a Neighbourhood Main Street in The City's municipal development plan. The centre of the area commonly referred to as Marda Loop, 33 Avenue SW is an important east-west connection for vehicles, pedestrians and transit. 33 Avenue SW is a prominent commercial destination in southwest Calgary, providing amenities that cater to the daily needs of residents and visitors. 34 Avenue SW, one block south, also provides commercial opportunities that complement 33 Avenue SW and is considered part of the Main Street area. In addition to the above general Main Streets policy, the below policies are applicable to the 33 Avenue SW Main Street. In addition to the above general Main Streets policy, the following policies are applicable to the 33 Street SW Neighbourhood Main Street.

#### **Policy**

- a. Portions of the 33 Avenue SW Neighbourhood Main Street are identified as forming part of the Core Zone or Transition Zone for the Marda Loop transit station area on the MAX Yellow BRT line. Additional policies for transit station areas are found in section 2.5.4.
- **b.** Commercial development is encouraged to provide publicly accessible underground parking.
- c. Larger format retail uses are encouraged to locate on the bulk of the floor space on second floor or above, or, when located at-grade, be located behind smaller commercial uses that face 33 Avenue SW.
- d. Development between 33 Avenue SW and 34 Avenue SW, and between 20 Street SW and Crowchild Trail SW, as identified in Figure 13, with a building scale designation of Modified Building Scale Area, should be a maximum of 16 storeys or less. The maximum height may exceed 16 storeys if, at the time of planning application, it is demonstrated that the development minimizes shadows on the north sidewalk of 33 Avenue SW on the spring and fall equinoxes. Proposals to exceed 16 storeys should include items that provide public benefit as identified in policy 2.5.4(i), to the satisfaction of the Development Authority.
- Conversion of existing residential buildings to commercial uses or work-live units on 34 Avenue SW is encouraged.

**Figure 12:** 33 Avenue SW and 34 Avenue SW Modified Building Height



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- f. Where commercial conversions are located adjacent to existing residential uses, impacts on adjacent residential uses may be mitigated through design measures such as:
  - use of landscaping or architectural features as a buffer between commercial and residential uses;
  - patios and outdoor seating areas located away from adjacent residential entrances, windows, and amenity areas;
  - lii. location of entrances to commercial uses away from adjacent residential entrances, windows, and amenity areas;
  - iv. provision of appropriately screened enclosures for waste and recycling collection; and,
  - protection of privacy through the location or opaquing of windows to prevent overlooking.
- g. Development on the south side of 33 Avenue SW between 19 Street SW and Crowchild Trail SW that does not have a rear lane should provide vehicular access from either the side streets or 34 Avenue SW.

Figure 13: 33 Avenue SW Neighbourhood Main Street



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# 2.5.2.4 4 Street SW Neighbourhood Main Street

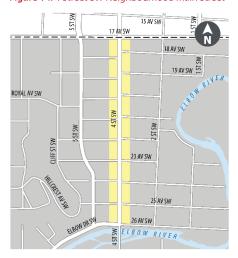
A portion of 4 Street SW from 17 Avenue SW to 26 Avenue SW is identified as a Neighbourhood Main Street and is a north-south corridor that connects the Greater Downtown to the Elbow River and sits on the border between the Cliff-Bungalow and Mission communities. A commercial destination for Calgarians, 4 Street SW intersects with 17 Avenue SW, another identified Neighbourhood Main Street.

In addition to the above general **Main Streets** Policy, the following policies are applicable to the 4 Street SW Neighbourhood **Main Street**.

#### Policy

- a. Larger development is encouraged to provide publicly accessible underground parking.
- b. Larger format retail uses are encouraged to locate the bulk of their floor space on second floor or above, or, when located at-grade, be located behind smaller commercial uses that face the street.

Figure 14: 4 Street SW Neighbourhood Main Street





### 2.5.2.5 14 Street SW Neighbourhood Main Street

A portion of 14 Street SW from 9 Avenue SW to 33 Avenue SW is identified as a Neighbourhood Main Street in The City's municipal development plan. 14 Street SW is a north-south corridor for vehicles and transit, providing connections from the Greater Downtown to southwest communities and the Elbow River. Land uses on 14 Street SW allow for mixed-use and residential development. 14 Street SW intersects with several other Neighbourhood Main Streets, including 10 Avenue SW, 17 Avenue SW, and 33 Avenue SW.

In addition to the above general Main Streets policy, the below policies are applicable to the 14 Street SW Neighbourhood Main Street.

#### **Policy**

- a. Development between 14 Street SW and 15 Street SW and between 16 Avenue SW and 10 Avenue SW, as identified in Figure 16, with a building scale designation of Modified Building Scale Area, should be a maximum of 16 storeys or less.
- b. Conversion of existing residential buildings to commercial uses or work-live units on 14 Street SW south of 17 Avenue SW is encouraged. Where commercial conversions are located adjacent to existing residential uses, impacts on adjacent residential uses may be mitigated through design measures such as:
  - use of landscaping or architectural features as a buffer between commercial and residential uses;
  - patios and outdoor seating areas located away from adjacent residential entrances, windows, and amenity areas;
  - liii. location of entrances to commercial uses away from adjacent residential entrances, windows, and amenity areas;
  - iv. provision of appropriately screened enclosures for waste and recycling collection; or,
  - protection of privacy through the location or opaquing of windows to prevent overlooking.
- c. Development should locate access via the lane where available, adjacent streets or via access consolidation with adjacent parcels.
- d. Residential development along 14 Street SW is encouraged to provide landscaping within the public realm setback to create a buffer between development and the street.

Figure 15: 14 Street SW Modified Building Height



Figure 16: 14 Street SW Neighbourhood Main Street



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### 2.5.3 Urban Main Street



### 2.5.3.1 Macleod Trail S Urban Main Street

Macleod Trail S is identified as an Urban Main Street. In the West Elbow Communities, this Urban Main Street extends from the Elbow River to 34 Avenue SE. An important north-south connection, Macleod Trail S connects to the Greater Downtown providing a major crossing over the Elbow River. The Red Line LRT runs adjacent to Macleod Trail S. Urban Main Streets provide for residential and employment intensification along the street while accommodating moderate to high traffic volumes.

This Plan envisions Macleod Trail S to continue as a corridor that accommodates higher traffic volumes and provides improved crossings and **pedestrian** facilities. In addition to the above general **Main Streets** Policy, the below policies are applicable to the Macleod Trail S Urban **Main Street**.

#### **Policy**

- a. Portions of the Macleod Trail S Urban Main Street are identified as forming part of the Core Zone or Transition Zone for the Erlton/Stampede transit station area on the Red LRT line. Additional policies for transit station areas are found in Section 2.5.4.
- Underground parking within required road rights-of-way setback and/or front setback areas should be allowed subject to confirmation of technical feasibility (i.e. location of utilities).
- c. Development should provide pedestrian and cycling facilities separated from the roadway through a buffer such as a landscaped boulevard.
- d. New development should improve public spaces and create a safe, welcoming pedestrian environment. Design considerations should include separating pedestrians from wheeling users, and the closure or merging of existing driveways on Macleod Trail S. Access should be from a lane or lower order street where possible.

Figure 17: Macleod Trail S Urban Main Street





### 2.5.4 Transit Station Areas

The West Elbow Communities include seven transit station areas, including Sunalta LRT Station Area along the Blue Line LRT, and Victoria Park/Stampede and Erlton/Stampede LRT Station Areas along the Red Line LRT. Additionally, there are four MAX BRT transit station areas along Crowchild Trail SW at 17 Avenue SW, 26 Avenue SW, 33 Avenue SW (Marda Loop Station) and 54 Avenue SW.

The Plan identifies areas closest to a station as **Core Zones** in the **transit station areas**, where **pedestrian** activity and building scale are envisioned to be the highest. Building scales generally decrease away from the transit station in **Transition Zones**, which is achieved through lower building scales than **Core Zones**.



#### Policy

The following policies apply to areas with a low-modified scale or higher:

- a. Development adjacent to an LRT or BRT station is encouraged to provide a high-quality public space that encourages social gathering, user comfort and recreational activities through elements such as:
  - publicly-accessible private open space or plazas;
  - ii. street furniture, lighting, and seating areas;
  - iii. secure bike parking and other active mode amenities;
  - iv. public art;
  - v. multi-use pathway connections;
  - vi. publicly accessible, privately-owned infrastructure including drinking fountains and electrical servicing; and,
  - vii. enhanced landscaping, including public trees.

- b. Development adjacent to an LRT or BRT station should include design measures that enhance the transit interface and make the area safe and comfortable for people waiting for transit by:
  - locating uses that support high levels of activity, such as retail frontages, immediately adjacent to transit stops;
  - ensuring accessible and universal design principles are seamlessly incorporated into the overall design; and,
  - including architectural features that provide weather protection and create human-scaled environments.

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- c. Development should create a well-defined street wall to support a human-scaled street environment in transit station areas. Design strategies may include, but are not limited to:
  - building stepbacks at or below the fourth storey;
  - ii. overall reduction of building mass at or above the fourth storey;
  - iii. building articulation using building materials, massing, and projections; and,
  - iv. street furniture, awnings, and lighting along the street wall to enhance pedestrian experience.
- d. Incentives to encourage the development of nonmarket housing units and mixed-market housing may be explored and implemented through direct control bylaws, including, but not limited to, Floor Area Ratio (FAR) exemptions and parking reductions.
- e. Vehicle parking in Core Zones should be located underground or in a parking structure. Where surface parking is provided, it should be well landscaped and should avoid being located between a building and a street.
- f. Development in the Core Zone and Transition Zone should locate vehicle access to reduce conflicts with pedestrian movement and transit operations.
- g. Consolidation of parcels is encouraged for greater development potential, to provide for comprehensively planned development, and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.
- Development should consider activation of lanes to encourage additional activity through strategies such as:
  - i. providing uses that front the lane;
  - ii. enhanced landscaping;
  - iii. safe and enhanced mobility connections for all modes;
  - iv. incorporating street art and lighting; and,
  - enhanced design features that improve safety and accessibility.

- i. Further to the building scale policies in Section 2.3, development in Core Zones may exceed, with a limited number of storeys, the building scale identified in Map 4: Building Scale which would result in a greater building area as would otherwise be achievable. A proposed development should only be allowed to exceed the building scale where the development achieves the following:
  - providing a substantially enhanced, high-quality publicly-accessible private open space; or,
  - provision of non-market housing and/or mixed-market housing acceptable to The City.
- j. Proposals to exceed maximum building heights as outlined in Section 2.5.4(i) should be reviewed on a case-by-case basis and applied using a direct control district and implemented during the development permit stage.
- k. Development in Core Zones may exceed the number of storeys identified in Map 4: Building Scale where the proposed development would achieve a similar building area as would be allowable with the building scale identified in Map 4: Building Scale and where the resulting development would:
  - reduce shadowing impacts on open space, public sidewalks, or adjacent properties;
  - result in a building massing that has less impact on the streetscape;
  - iii. provide varied building massing and heights across a site; or,
  - iv. provide for improved interface with public spaces, transit stations, or other public amenities.

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- I. Within areas identified as transit station areas, applications for height above those shown on Map 4: Building Scale may be supported, subject to further analysis and engagement, as part of an application that includes heritage resource conservation through use of heritage density transfer, based on the following criteria at the application stage:
  - there must be a single source site with one or more heritage resources identified for heritage resource conservation, which should be located along Main Streets, community corridors, in transit station areas, or other locations deemed acceptable by The City;
  - ii. sites receiving additional height should be in Core Zones of transit station areas, but may also be considered within Transition Zones of transit station areas, or other areas deemed appropriate by The City;
  - iii. sites receiving additional height and sites identified for heritage resource conservation should be within the same community as, or in close proximity to, the source site;
  - iv. sites identified for heritage resource conservation must be designated as Municipal Historic Resource(s):
  - a direct control district shall be required for the sites receiving additional height as well as the source site identified for heritage resource conservation; and.
  - vi. the amount of additional floor area transferred between the receiver and source site must be proportional to the undeveloped floor area of the source site.
- m. Development should mitigate the off-site impacts of any additional height, massing and shadowing within the surrounding area through:
  - i. limited floor plate sizes on upper storeys;
  - ii. increased stepbacks and/or reduced massing on upper storeys; and,
  - iii. building orientation.

- n. Development within Core Zones should:
  - have a minimum building height of two storeys;
  - ii. prioritize transit station access; and,
  - iii. provide connections to support a comfortable and safe pedestrian and cycling experience and complete missing links to and from the transit station and transit stops.
- New vehicle-oriented uses such as automotive sales, retailers with large surface parking areas, and drive-through restaurants or services should not be located in the Core Zones and Transition Zones.
- p. New loading and servicing areas should be located on less-active side streets, on lanes, or internal to development sites and be designed to minimize impacts on streets and conflicts with pedestrians and cyclists.
- q. Parking relaxations should be considered for development on constrained sites, such as individual lots that cannot feasibly consolidate, to make development more feasible. Where parking relaxations are supported, transportation demand management measures including increased bicycle and alternative mobility storage should be provided.
- r. Development in Core and Transition Zones should provide connections to adjacent mobility infrastructure to support a comfortable and safe pedestrian and cycling experience and convenient transfers between transit lines.



# **2.5.4.1** Sunalta LRT Station Area

The Sunalta LRT Station is located next to 10 Avenue SW along the LRT Blue Line and borders the CPKC freight rail corridor. The Sunalta LRT Station is elevated and provides **pedestrian** access from 10 Avenue SW and 9 Avenue SW via a **pedestrian** bridge over the CPKC freight rail corridor and Bow Trail SW.

#### **Policy**

- a. Development within the transit station area should implement recommended 5A Mobility Network enhancements and improve active modes mobility connections to Sunalta LRT Station as well as along 10 Avenue SW.
- Development in the Core Zone adjacent to Sunalta Station is encouraged to integrate into the station plaza.

Figure 18: Sunalta LRT Station Area



#### Legend

Sunalta Core Zone

Sunalta Transition Zone



### **2.5.4.2** Victoria Park/ Stampede LRT Station Area

The Victoria Park/Stampede LRT Station is located approximately one block outside the plan area, at Macleod Trail S and 17 Avenue SE. The LRT station is atgrade, with pedestrian access from 17 Avenue SE via an at-grade street crossing at Macleod Trail and 17 Avenue SE. The Victoria Park/Stampede Station provides access to local destinations such as the Calgary Stampede Grounds, the BMO Centre, and the 17 Avenue SW Main Street.

#### **Policy**

a. Development within the transit station area should implement recommended 5A Mobility Network enhancements and improve active modes mobility connections to Victoria Park/Stampede LRT Station.

Figure 19: Victoria Park/Stampede LRT Station Area



#### Legend

Victoria Park/ Stampede Core Zone



### 2.5.4.3 Erlton/Stampede **LRT Station Area**

The Erlton/Stampede LRT Station is located along Macleod Trail S and services the Red Line LRT. This LRT station is at-grade, with pedestrian access from the east via a **pedestrian** bridge over the **LRT** rail line and from the west via an at-grade street crossing at Macleod Trail S and 25 Avenue SE. The Erlton/Stampede LRT provides access to local destinations such as the Calgary Stampede grounds, MNP Community & Sport Centre, Lindsay Park, and the Elbow River.

#### Policy

a. Development within the transit station area should implement recommended 5A Mobility Network enhancements and improve active modes mobility connections to Erlton/Stampede LRT Station.

Figure 20: Erlton/Stampede LRT Station Area



Erlton/ Stampede Core Zone

Erlton/ Stampede Transition Zone

#### **BYLAW NUMBER 42P2025**

#### 2.5.4.4 BRT Station Areas

The following policies apply to the BRT station areas in the Plan boundary:

- a. Pedestrian connections to the adjacent communities from the transit stops should be safe, convenient, and universally accessible.
- b. New pedestrian crossings should be well-defined and designed in a manner that minimizes conflicts
- c. Development in Core Zones adjacent to BRT stations are encouraged to integrate with the station.
- d. Laneway closures and/or reconfigurations may be supported near transit station areas in order to facilitate improved pedestrian access to stations, public space design, building interface with station areas, or vehicular circulation and safety.

#### 17 Avenue BRT Station Area

The 17 Avenue BRT Station is located on Crowchild Trail SW near 17 Avenue SW, and services the MAX Yellow BRT. This transit station is at a lower grade compared to adjacent residential uses. At the intersection of Crowchild Trail and 17 Avenue SW is another bus stop servicing the #2 bus route.

#### Figure 21: 17 Avenue SW Transit Station Area



#### Legend

17 Avenue SW Core Zone 17 Avenue SW Transition Zone

e. Policies for development on the 17 Avenue SW Neighbourhood Main Street are contained in Section 2.5.2.2.

#### 26 Avenue SW BRT Station Area

The 26 Avenue SW BRT Station is located on Crowchild Trail SW next to the 26 Avenue SW overpass, and services the MAX Yellow BRT. At 26 Avenue SW and Crowchild Trail, the station is accessed via a pedestrian staircase connecting 26 Avenue SW to the transit station and intersects the #6 bus route that runs east-west along 26 Avenue SW.

#### **Policy**

f. Policies for development on the 26 Avenue SW community corridor are contained in Section 2.5.5.

#### Figure 22: 26 Avenue SW Transit Station Area



#### Legend

Marda Loop Core Zone

Marda Loop Transition Zone

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#### Marda Loop BRT Station Area

The Marda Loop BRT Station is located on Crowchild Trail SW north of 33 Avenue SW, and services the MAX Yellow BRT. An adjacent bus stop along 33 Avenue SW services the #22 bus route.

#### Policy

g. Policies for development on the 33 Avenue SW Neighbourhood Main Street are contained in section 2.5.2.3.

#### Figure 23: Marda Loop Transit Station Area



#### Legend

Marda Loop Core Zone

Mar

Marda Loop Transition Zone

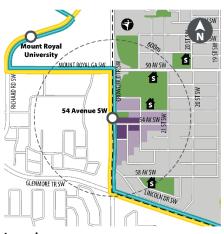
#### 54 Avenue SW BRT Station Area

The 54 Avenue SW BRT Station is located on Crowchild Trail SW adjacent to the exit onto 54 Avenue SW. This transit station area services the MAX Teal and MAX Yellow BRT. Pedestrian access to the transit stations is possible from both sides of Crowchild Trail SW via a pedestrian bridge.

#### **Policy**

 Policies for development on the 54 Avenue SW community corridor are contained in section 2.5.5.

#### Figure 24: 54 Avenue SW Transit Station Area



#### Legend

54 Avenue SW Core Zone

54 Avenue SW Transition Zone

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### 2.5.5 Community Corridors

Community corridors are pedestrian-focused streets that are intended to support low-to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors connect other pedestrian focused growth areas including transit station areas and Main Streets. Community corridors serve as important links connecting services, amenities, and communities to one another.

The West Elbow Communities include ten **community corridors**: 4 Street SW (south of the Elbow River), 14 Street SW (south of 33 Avenue SW), 16 Street SW (south of 34 Avenue SW), 20 Street (between 26 Avenue SW and 54 Avenue SW), Elbow Drive SW, Richmond Road SW, 26 Avenue SW (west of 14 Street SW), 50 Avenue SW, 54 Avenue SW, and the corridor formed by Council Way SW, Premier Way SW and 30 Avenue SW.



#### **Policy**

- a. Development should:
  - i. front buildings onto the community corridor;
  - ii. contribute to and improve mobility connections across the streets, to transit stops, and into adjacent communities;
  - iii. provide a comfortable pedestrian and cycling experience;
  - iv. close existing driveways onto community corridors where access can be provided from a lane or side streets;
  - consolidate, limit and minimize driveway widths when required off community corridors when development cannot be serviced by a lane; and,
  - consolidate small parcels along community corridors to enable greater development potential and provide for comprehensively planned development.

b. Development on the east side of 14 Street SW between 33 Avenue SW and 38 Avenue SW should be designed to locate vehicular access from 13A Street SW or from adjacent avenues.

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# **2.6** Heritage

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

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

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### 2.6.1 Heritage Resources

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

#### **Policy**

- a. Property owners are encouraged to retain and conserve heritage resources through adaptive reuse. This may include, but is not limited to, additional commercial uses and the development of backyard suites.
- b. The Development Authority should consider relaxations to The City's land use bylaw, to enable the retention of heritage resources.
- Property owners are encouraged to designate inventory properties as Municipal Historic Resources.
- d. Properties designated as Municipal Historic Resources should be maintained as such.
- e. Any proposed development on sites that include buildings identified on the Inventory of Evaluated Historic Resources should be encouraged to prioritize retention and incorporation of the heritage resource into the new development.
- f. An applicant is encouraged to provide photo documentation of inventory properties to The City prior demolition or redevelopment. Interpretative or commemorative features should be incorporated into the new development.
- g. For redevelopment proposals that include inventory properties, other than that of single detached, semi-detached or rowhouse development, the applicant should consult with the community and The City's Heritage Civic Partner to determine appropriate commemorative features. Single detached, semi-detached, or rowhouse development on sites with inventory properties should follow standard approved commemoration practices.

- h. Opportunities to mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including, but not limited to protection of another heritage resource within the surrounding area.
- Where there are groupings of heritage resources, methods to conserve and maintain the groupings should be explored.
- j. New development should be compatible with the context of abutting sites on the inventory using front setbacks, massing, street wall height and landscaping. When there is new development adjacent to or nearby heritage resources, the development should draw design reference from the heritage resources and should not overwhelm the form and massing of adjacent heritage resources.
- k. New development is encouraged to integrate contemporary interpretations of historical design, detail and materials and not directly copy the design of heritage buildings in the area.
- New development is encouraged to conserve and integrate heritage resources, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).
- m. Additions and alterations to heritage resources shall be evaluated in terms of the specific styles and details dictated by the character of the heritage resource and in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).



### 2.6.2 Heritage Guideline Areas

To recognize and celebrate the unique history and resulting **built form** that is seen in parts of the West Elbow Communities, Heritage Guideline Areas with concentrated groupings of residential **heritage assets** have been identified. These residential **heritage assets** are privately owned buildings, typically constructed prior to 1945, that significantly retain their original form, scale, massing, window/door pattern, and architectural details or materials. Concentrations of residential **heritage assets** that help define the Heritage Guideline Areas are identified on Map 5. These guidelines apply to block faces where more than 25% of the buildings have been identified as **heritage assets**. Buildings that qualify as residential **heritage assets** may be listed on the **Inventory of Evaluated Historic Resources**, but it is not a requirement.

The Plan applies specific guidelines to the Heritage Guideline Areas to ensure the new development fits into the area's historic fabric and context. They are not intended to directly recreate historical architectural styles for new development, but to incorporate design elements that allow them to contribute and enhance the historic character of the Heritage Guideline Areas. The Heritage Guidelines address general characteristics of buildings rather than enforcing strict architectural rules. The guidelines will be applied through the development permit review process to ensure new development responds to and contextually fits with existing residential heritage assets.

Four distinct precincts have been developed and include a community or group of communities that represent similar types of residential **heritage assets** and development patterns. The precincts are identified on Map 5. For more information about the history of each community, please see Appendix D: Additional Historical Information.

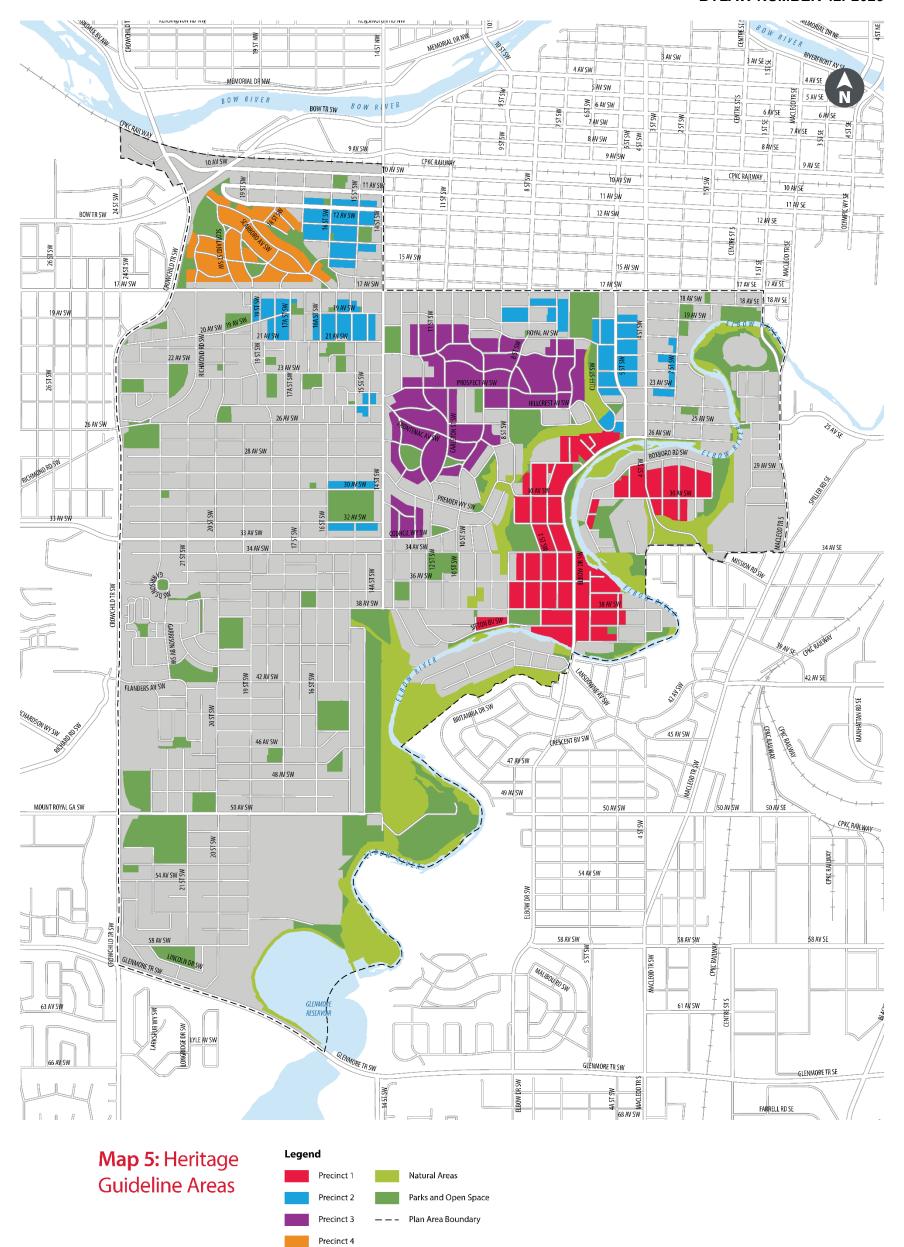
Where multi-residential development is supported in the Local Area Plan, specific multi-residential guidelines apply to parcels within Heritage Guideline Areas expected to experience future growth. These guidelines incorporate design elements that will allow multi-residential redevelopment that contributes to and enhances the historic character of the Heritage Guideline Areas.

#### Policy

#### General

- Land use redesignations that would allow for development with permitted use dwelling units should not be supported in Heritage Guideline Areas.
- Development should draw design references from nearby heritage assets within the applicable Heritage Guideline Areas, without directly mimicking historic styles.
- c. Redevelopment in Heritage Guideline Areas should allow for densities equal to or greater than that of existing developments.
- d. There are general policies that apply in all communities and policy that applies to each precinct. In the case of a conflict, the precinct specific policy shall apply.
- e. There are general policies that apply in all communities and policy that applies to multi-residential development. In the case of a conflict, the multi-residential specific policy shall apply.

### **BYLAW NUMBER 42P2025**



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#### Site and Landscape Design

- f. Notwithstanding the minimum setback in The City's land use bylaw:
  - front yard setbacks should be informed by the existing heritage assets on the block; and,
  - ii. where existing front yard setbacks on the block face are generally consistent (meaning the front yard setback for development on the block is generally aligned), the front setback for new development should not be less than the smallest existing front setback of existing heritage assets on the block face.
- g. Development should provide well-defined and direct pathway connections from front doors to the sidewalk and public space.
- h. Where a public boulevard with canopy trees is not present, landscaping should include at least one deciduous tree in the front setback area or within the boulevard, where feasible, that will contribute to a mature tree canopy.
- Relaxation of The City's land use bylaw landscaping requirements may be considered in the front setback where two mature trees are retained in the front yard or boulevard.

- Front setbacks should be soft landscaped, and the use of hard landscaping is discouraged.
- k. Synthetic landscaping material is strongly discouraged.
- I. Where no rear lane access for garage or on-site parking exists:
  - a narrow side driveway to the rear of the lot is encouraged;
  - ii. a detached garage should be located primarily behind the front building façade;
  - iii. an attached garage should not project beyond the main building facade; and,
  - iv. a drive-under garage should:
    - only be allowed where the parcel is too shallow, too narrow, or where existing grades are too steep to accommodate a detached side or rear garage; and,
    - (2) not project beyond the main building façade.



Example of landscaping and front setbacks

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#### **BYLAW NUMBER 42P2025**

#### Roofs and Massing

- m. Roof styles should be informed by and complement the heritage assets in the area. The design should:
  - i. incorporate a roof profile informed by the existing heritage assets on the block with a strong emphasis on visual continuity along the street;
  - ii. have a minimum primary roof pitch of 6:12;
  - iii. have a minimum primary roof pitch of 4:12 when heritage assets in the Heritage Guideline Area have a similar roof pitch or form;
  - iv. where visible from the street, flat roofs or contemporary asymmetrical roof pitches are strongly discouraged.
- Decks above the main floor are encouraged to be incorporated into the roofline or recessed into the facade to diminish their visual impact.
- Foundation height is encouraged to conform to the foundation height of existing heritage assets on the block.

- Buildings with a front facade width exceeding
   12 metres or a height exceeding two storeys are encouraged to mitigate their visual impact through variations in:
  - i. massing;
  - ii. rooflines; or,
  - iii. materials.
- q. Where new development is larger than nearby heritage assets, the visual impact of upper storeys of buildings, visible from the street, should be reduced by employing design measures such as:
  - the use of compound roofs (e.g., cross-gabled or combination roof pitches) to hide the upper storey;
  - ii. shifting massing away from smaller-scale buildings; or,
  - iii. reduced building massing on upper storeys.
- Developments with more than one unit should have distinct rooflines that accentuate individual units.



Example of roofs and massing within a Heritage Guideline Area

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#### Front Façade

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

- t. Front façade should reference the vertical and horizontal pattern of the streetscape, maintaining the proportions, and depth of existing heritage assets on the block.
- **u.** Front projections beyond the building's main façade should include a roof informed by the existing heritage assets on the block and integrated into the overall building design.

#### Examples of front projections

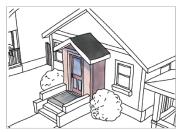


Full width verandah





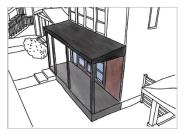
Gable verandah



Enclosed entryway



Hipped verandah



Shed verandah



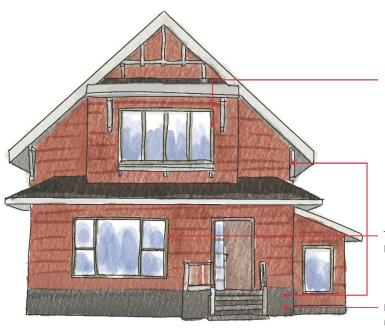
Flat verandah

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#### Windows, Materials, and Details

- v. Windows patterns should be informed by the existing heritage assets in the area and:
  - large uninterrupted floor-to-ceiling windows are discouraged; and,
  - horizontal window openings are encouraged to be divided into groupings of smaller vertically oriented windows.
- w. The use of natural or natural-looking building materials (e.g, masonry, wood, or wood-pattern cement board) is encouraged.
- x. Where multiple building materials are used, heavier-looking materials (e.g., masonry or masonry veneer) should be used on the base of the building.
- y. The use of vinyl siding is strongly discouraged.



Horizontal window openings are encouraged to be divided into groupings of smaller vertically oriented windows.

The use of natural or naturallooking building materials.

Heavier-looking materials (e.g., or masonry veneer) should be used on the base of the building.

Example of windows, materials, and details

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#### **BYLAW NUMBER 42P2025**

### 2.6.2.1 Precincts

The following policies apply to individual precincts and are in addition to the above policies. In the case of a conflict, the following policy should apply.

# Precinct 1 (Elbow Park, Rideau Park, Roxboro)

**a.** Decks above the main floor may project beyond the main façade of the building.



#### Example of development in Precinct 1

Precinct 2 (Cliff Bungalow, Lower Mount Royal, Mission, Sunalta, Bankview, South Calgary)

**b.** Decks above the main floor may project beyond the main façade of the building.



Example of development in Precinct 2

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#### **BYLAW NUMBER 42P2025**

#### Precinct 3 (Upper Mount Royal)

- c. Flat roofs may be considered where development in the Heritage Guideline Area has a similar roof form.
- **d.** Front projections beyond the main facade of the building are encouraged but not required.



#### Example of development in Precinct 3

#### Precinct 4 (Scarboro)

- e. Soft landscaping and mature trees are strongly encouraged in the front, side, and rear setbacks.
- f. The primary roof visible from the street should have a minimum pitch of 7:12 that is informed by and complements the heritage assets in the area.
- g. Windows should reference the vertical and horizontal pattern of the streetscape, maintaining the proportions of existing heritage assets on the block.
- h. Units that face the street should provide front entrances that are visible from and oriented toward



Example of development in Precinct 4

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# 2.6.2.2 Multi-residential Policy

The following policies apply to multi-residential development and are in addition to the above policies. In the case of a conflict, the following policy should apply.

#### Site and Landscape Design

- Development should provide well-defined and direct pathway connections from entrances on the main floor to the sidewalk and public space.
- Where no rear lane access for garages or on-site parking exists, entrances for enclosed parking should not project beyond the main building façade.



Example of multi-residential development with parking access from street

### **BYLAW NUMBER 42P2025**

#### **Roofs and Massing**

- c. To reduce visual impact where new development exceeds three storeys in height, the street wall should include design elements such as:
  - i. a well detailed and prominent cornice line with a stepback above the third storey; or,
  - **ii.** a mansard or pitched roof above the third storey.
- d. The height of the street wall should be a maximum of three storeys with a minimum 2.0 meter stepback beyond the third storey.



Example of multi-residential development roof and massing

#### **BYLAW NUMBER 42P2025**

#### Front Façade

- e. To create a varied street wall profile and avoid long uninterrupted building frontages, street walls should:
  - be separated into distinct vertical sections, to a maximum of 8.0 metres in width, incorporating a well-defined rhythm of architectural design elements consistent with heritage assets in the area, such as: colour, changes in materials, and projections, which may include bay windows; and,
  - ii. extend from the ground to the top of the street wall.
- f. To activate the street, design elements such as porches and patios should be included at the main floor.
- g. Pedestrian entrances should be discernable from the street wall employing design elements such as:
  - i. projections;
  - ii. articulation;
  - iii. rooflines; or,
  - iv. changes in materials.



Example of multi-residential development front façades



# 2.7 Mobility

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

The policies in this section provide direction for the development of mobility **infrastructure** that connect people to destinations and complement the **5A Mobility Network** identified in Appendix B: Mobility. These policies guide the review of planning applications for developments that contribute publicly-accessible amenities, **infrastructure**, or facilities.

#### 2.7.1 Pedestrian

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

#### **Policy**

- a. Pedestrian routes should:
  - be universally accessible and provided on both sides of the road;
  - be wide enough for the anticipated volume of pedestrians based on the street function and context and at minimum allow pedestrians to pass one another both on foot and using accessibility aids;
  - iii. provide continuous, unobstructed paths of travel with reduced conflicts/crossings with vehicular access and driveways;
  - iv. incorporate streetscape elements, including wayfinding signage;
  - v. be well-lit; and,
  - vi. be designed to accommodate year-round use and maintenance.
- Pedestrian routes should be appropriately sized for the anticipated number of pedestrians. This includes, but is not limited to:
  - requiring increased building setbacks from a property line shared with a street, where portions of a building below grade or in upper storeys may project into the additional building setback area; or,
  - increasing the width of the public space within the road right-of-way.

- c. New pedestrian crossings should be well-defined, well-lit and designed in a manner that is convenient and safe to minimize conflicts with vehicles.
- d. Pedestrian routes are encouraged to provide a buffer between the sidewalk and the road to enhance the comfort of all users, through strategies such as:
  - i. providing street furniture;
  - ii. landscaped boulevards;
  - iii. cycling infrastructure; and,
  - iv. on-street parking.
- e. Future pedestrian routes are encouraged to provide connection outside of the Plan area across major physical barriers, such as the Elbow River, Bow River, Bow Trail SW, Glenmore Trail SW, and Crowchild Trail SW.

#### **BYLAW NUMBER 42P2025**

### 2.7.2 Cycling

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

#### **Policy**

- a. Cycling infrastructure should:
  - be wide enough for the anticipated volume of cyclists based on the street function and context;
  - provide continuous, unobstructed paths of travel with reduced conflicts/crossings with vehicular access and driveways;
  - iii. incorporate streetscape elements, including wayfinding signage;
  - iv. be well lit;
  - v. be designed to accommodate year-round use;
  - vi. provide facilities to repair, maintain, and securely store bicycles, where feasible; and,
  - vii. be designed to mitigate conflicts with pedestrians and vehicles around transit infrastructure.

- Opportunities to improve the safety and convenience of cycling infrastructure should be explored, such as:
  - separated, raised or protected bike lanes and intersections; and,
  - ii. bicycle-specific traffic signals.
- Secure bicycle storage is encouraged in transit station areas.
- **d.** Public bicycle parking facilities are encouraged to be:
  - incorporated into development and public infrastructure and covered to support yearround and all-weather cycling; and,
  - ii. conveniently located, well-lit, and prominent.
- Extensions to the regional pathway network should connect to the broader cycling network to serve a recreation and mobility function, where possible.

#### **BYLAW NUMBER 42P2025**

### 2.7.3 Transit

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

#### Policy

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

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### 2.7.4 Parking

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

#### **Policy**

- a. Applications for new multi-residential developments that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met.
- Relaxations for parking requirements should be considered for the following types of development:
  - i. Main Streets or other areas of higher activity;
  - ii. transit station areas: or.
  - iii. shared mobility operating areas.
- Parking requirements should be considered for reductions or relaxations for the following types of development:
  - i. development that retains historic buildings on the Inventory of Evaluated Historic Resources;
  - ii. development of non-market housing and mixed-market housing as defined and accepted by The City;
  - iii. development of care facilities;
  - iv. development that incorporates significant sustainable building measures;
  - development that integrates transportation demand management measures; and,
  - vi. development that aligns with the vision and core values of this Plan
- d. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.
- Provision of vehicle parking infrastructure should not inhibit desired built form outcomes or the vision and core values of this Plan.

- f. Development should provide transportation demand management measures to support the achievement of a desired built form outcome, including, but not limited to:
  - bicycle parking stalls beyond required minimums;
  - bicycle lockers or higher quality designed bicycle storage facilities;
  - iii. bicycle repair facilities;
  - iv. dedicated vehicle parking stalls for car-sharing services; and,
  - active transportation supportive amenities, such as showers and change facilities.
- **g.** Surface parking should be discouraged. Where surface parking is provided, it should:
  - i. be located behind or at the side of a building;
  - ii. be accessed by a lane or a lower order street;
  - iii. include pedestrian routes and landscaped areas to minimize visual and environmental impacts; and,
  - iv. support adaptive reuse or temporary use of space, such as parking for food trucks.
- h. Above-grade parking structures should:
  - i. be accessed by a lane or lower order street;
  - ii. be integrated into developments to minimize their visual impacts on the street;
  - iii. identify opportunities to incorporate commercial, residential, and office uses on the ground floor; and,
  - consider designs that support future adaptive reuse through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.
- Shared use of parking facilities between developments should be encouraged to maximize the use of existing parking facilities.

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#### 2.7.5 Street Network

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

#### **Policy**

- Streets in residential or commercial areas should be designed to be safe, accessible, and inclusive of all mobility users by incorporating:
  - i. pedestrian routes;
  - ii. cycling infrastructure;
  - iii. infrastructure that improves the efficiency of transit service along Primary Transit Network corridors; and,
  - iv. other improvements and upgrades, where identified elsewhere in the Plan, or other applicable City policy or strategy.
- Corner cuts are encouraged at lane intersections to improve sight lines of vulnerable users and to also accommodate vehicle turning movements.
- c. New public or internal publicly-accessible private streets are encouraged where connections are missing in a community.
- d. Street furniture, functional public art, and publicly-accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.
- Streets in industrial areas should be designed to facilitate efficient large vehicle, equipment, and goods movement, and connections to regional corridors.

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### 3.1 Overview

The individual communities that make up the West Elbow Communities share common amenities, services, parks and open spaces, natural areas, and public facilities; however, no single community has the amenities and services to provide for all the daily needs of residents. The West Elbow Communities share commercial amenities along the network of Main Streets, a multi-modal transportation network, as well as a range of parks, recreation spaces and natural areas including the pathway network along the Elbow River and Glenmore Reservoir, Glenmore Athletic Park, and the MNP Community & Sport Centre.



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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. The chapter identifies specific local area plan 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 City's 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 Plan's time horizon and represent the future of the area. They apply community-wide, provide benefits to many residents, and are intended to be actionable.

This chapter identifies implementation options related to the goals and objectives that recognize the unique opportunities for placemaking, **public space** improvement, enhanced mobility choices, and transitoriented development. This chapter also provides high-level strategic direction to inform investment decisions. Further detailed analysis and study for each option will be required and may include engagement with area residents, community associations, business improvement areas, landowners, and industry, as appropriate. The options in this chapter are statutory, while the investments identified in Appendix A are non-statutory.

Appendix A includes a list of additional community improvements 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 West Elbow Communities through growth and change, the suggested options identified in this chapter and Appendix A can help inform future City business plans and budget decisions. As growth occurs in local areas, these suggested options should be regularly reviewed and updated to determine if they help manage growth related pressure that a community may experience, ensuring growth can benefit current and future residents, as well as businesses. There are several considerations for determining if an action merits inclusion in future business plans and budgets, including:

- the current status of infrastructure and amenities in the local area;
- the desired services and activity levels in the area;
- equitable access to services and amenities;
- the roles of different city builders in supporting the delivery of infrastructure and amenities;
- how the growth in this local area compares with citywide growth and investment needs;
- alignment with City goals for creating net-zero emissions and climate resilient communities;
- 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 six goals aligned with the Plan's core values that are intended to frame and provide guidance for investment to support the Plan's vision.



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### 3.2.1 Housing for All

Expanding housing diversity will allow more people to live in the area and help support businesses, transit, 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.

#### Objectives

The following objectives are intended to guide decisions for supporting growth and promoting housing for all in the Plan area:

- Encourage provision of non-market housing and mixed-market housing that meets the diverse and changing needs, life stages, and financial abilities of individuals.
- Provide and enable inclusive, diverse, and equitable housing options across the Plan area.

#### Implementation Options

The following identify actions to achieve the growth objective of promoting Housing for All in the Plan area:

#### Non-market and Mixed-market Housing

Access to safe and stable housing helps create inclusive communities and adds to the overall health, prosperity, and safety of our city. It adds diversity by attracting young adults and families into the neighbourhood and enabling residents to age in place. People in non-market housing have greater chances to find and keep jobs, learn, build skills, and be active participants in their communities.

The West Elbow Communities are in close proximity to Mount Royal University and the Greater Downtown

and also have a significant diversity in income levels of households. Enabling housing that meets the needs of all demographics, household compositions, and income levels is important in creating an inclusive and welcoming city.

Home is Here – The City of Calgary's Housing Strategy, identifies the role and actions The City can take to improve access to non-market housing and mixed-market housing. Refer to this strategy for city wide actions as well as the most recent definition of non-market housing, mixed-market housing, and affordable housing.

- To improve access to non-market housing and mixed-market housing in the West Elbow Communities, the following should be considered:
  - encourage the inclusion of non-market housing units in new residential and mixed-use developments, including mixed-market housing projects;
  - encourge including non-market housing and mixed-market housing in the redevelopment of vacant lands;
  - iii. encourage intensification, rehabilitation, and retention of existing non-market housing developments, ensuring no net loss of units;



- encourage strategic partnerships with private and public organizations to address unmet housing needs;
- 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. explore the leveraging of municipal land, where available, to contribute to non-market housing or mixed-market housing development;
- vii. encourage co-location of non-market housing and mixed-market housing within civic development;
- viii. encourage the development of non-market housing, mixed-market housing, and student housing in areas that are well served by transit station areas, the Primary Transit Network, and appropriate services and amenities, including access to grocery stores and schools;
- ix. encourage the inclusion of energy efficiency and renewable energy measures for affordable units to reduce high and volatile energy costs; and,
- explore opportunities to provide services and programs for accessing housing, mental and physical health, and other support for vulnerable residents.

#### **Diverse Housing Forms**

In the West Elbow Communities, supporting a diversity of housing forms provides the opportunity to provide new types of housing that increase housing options. Diverse housing forms also represent an important step in providing housing options to support the needs of various household compositions seen across the Plan area.

For example, multi-generational homes can provide safe, accessible, and inclusive places for people of all ages and stages to live. Laneway homes and accessory dwellings, such as secondary suites, can provide new housing options in a neighbourhood while maintaining existing buildings.

- To support and encourage various housing forms in the West Elbow Communities, the following should be considered:
  - explore new financial incentives to support the construction of laneway housing;
  - where municipal land is available, the coordination of land sales for multigenerational and cohousing development should be explored; and,
  - iii. support and encourage the development of multi-generational homes and communities and cohousing in areas that are well served by existing infrastructure and amenities.

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### 3.2.2 Parks, Open Spaces and Natural Areas

Natural areas, parks, recreational facilities, and open spaces are important components of the West Elbow Communities. These spaces provide opportunities to recreate and gather, contributing to mental and physical health, a sense of belonging, and general wellness. They also perform important ecological functions such as greening the city, providing habitat, and managing stormwater.

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#### Objectives

The following objectives are intended to guide decisions to enhance parks, open spaces, and natural areas throughout the Plan area:

- Support accessible, inclusive, and year-round programming for parks and open spaces.
- Explore opportunities for new parks and open spaces in communities that are below parks provision targets per the municipal development plan.
- Seek opportunities to provide multi-functional spaces in parks to better serve the surrounding community.
- Improve pathway linkages throughout the Plan area.
- Protect, maintain, enhance, and expand the existing tree canopy on public and private land.

- Protect, maintain, and enhance riparian areas along the Elbow River.
- Support new civic facilities and community spaces, such as libraries, recreation centres, cultural, and creative spaces that support all ages, abilities, and incomes.
- Improve the ecological functionality of existing parks and open spaces.
- Improve lighting in parks and other public spaces.

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#### Implementation Options

The following actions have been identified to achieve the parks, open space, and natural areas core value:

# Existing Parks and Open Space Improvements

The West Elbow Communities offer a range of parks and open spaces. Many of the parks are connected or adjacent to the Elbow River valley, such as River Park, Sandy Beach, and Lindsay Park. They are complemented by other parks and open spaces throughout the Plan area. Over time, existing parks and open spaces should be upgraded as required to meet community needs, and should include features and amenities that can be enjoyed by all.

- **a.** To support future investment in parks and open spaces, the following should be considered:
  - i. work to upgrade the condition and design of existing parks spaces to best suit the needs of the community, prioritizing improvements to parks in communities that are below the municipal development plan parks provision targets, that see relatively high amounts of use, and/or where space could be better utilized. Emphasize providing high quality, multi-functional spaces that support year-round activity;
  - support the modernization of community association buildings and related amenities;
  - iii. provide opportunities for cultural expression and diversity in community facilities and in parks, including opportunities to highlight history and cultural landscapes;
  - iv. support naturalization of areas and planting of native vegetation;
  - improve off leash areas through methods such as planting, surfacing, and fencing of the areas;
  - work with school boards to upgrade open spaces at school sites to better suit the needs of the community and schools, including improved access; and,
  - vii. enhance safety and accessibility of parks and open spaces through enhanced pedestrian crossings, connecting missing links in the sidewalk and pathway networks, improved lighting, signage and wayfinding, and improved sightlines.

#### South Calgary Park

South Calgary Park is the largest park in the South Calgary neighbourhood and includes Giuffre Library, South Calgary Pool, a firehall, the Marda Loop Community Association building, as well as a range of outdoor recreation facilities.

- **b.** To guide the redevelopment of the South Calgary Park, the following should be considered:
  - develop a master plan for the park that considers future improvements and requirements for the South Calgary Pool, Giuffre Library, firehall, and Marda Loop Community Association building;
  - ii. balance the range of uses on the site to ensure that uses complement each other and meet the needs of the various groups that use the park;
  - iii. explore developing integrated civic facilities on the library site that include a new library, nonmarket housing or mixed-market housing, firehall, and other facilities that provide community benefit:
  - iv. explore improving pedestrian and cycling access to the site;
  - explore relocating the existing recycling facility to an off-site location in order to provide more park space and amenities for the community; and,
  - review parking requirements and assess if any on-site parking areas can be converted to park space.

#### Glenmore Athletic Park

The Glenmore Athletic Park is a multi-purpose athletic park that offers indoor and outdoor facilities, such as a track and field, an indoor arena, and sports fields.

- c. To guide the redevelopment of the Glenmore Athletic Park, the following should be considered:
  - continue to implement the Glenmore Athletic Park master concept plan. With subsequent phases of implementation, review current and planned facilities and uses within the park to explore opportunities to address community needs;
  - ii. provide all-season and diverse recreational uses within the park;
  - iii. review if the open space to the east of Glenmore Athletic Park can be integrated with the Athletic Park or better utilized as park space;

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- iv. explore accessible connections to Emily Follensbee School: and
- explore options to enhance safety and accessibility of Glenmore Athletic Park such as improved lighting, wayfinding, and signage.

#### Lindsay Park and Recreation Centre

Lindsay Park is located along the Elbow River and houses a significant indoor multi-sport recreation centre. The park provides outdoor park space and natural areas adjacent to the river. The regional pathway also connects through the park and to bridges across the river that provide access to adjacent communities. As future park improvements are considered, they should balance the needs of indoor and outdoor recreation spaces, as well as the ecological functions of lands adjacent to the Elbow River.

- d. To guide future improvements in Lindsay Park, to support both the park and recreation centre, the following should be considered:
  - explore opportunities to provide housing and/ or new recreational facilities where surface parking areas are currently located, as well as between the parking area and Macleod Trail S. Review the feasibility of providing parking for the facility underground or in a parking structure;
  - ii. review programming of the park space to determine if it can support multi-functional programming;
  - iii. widening surrounding sidewalks that provide access to the park;
  - iv. improving lighting and sightlines through the park;
  - v. providing additional secure bike parking;
  - vi. explore bridge widening between Lindsay Park and 21 Avenue SW:
  - vii. explore improving transit connections and facilities, emphasizing improved connection to the Erlton/Stampede LRT Station;
  - viii. review the need for dedicated river access points; and,
  - ix. review the need for additional naturalization and remediation of lands adjacent to the Elbow River.

# Natural Areas, Escarpments, and Riparian Areas

The natural areas along the Elbow River and other parts of the Plan area are environmentally significant and critical components of Calgary's ecological network. These areas also provide opportunities for recreation through features such as trails and viewpoints. It is important that natural areas maintain their integrity to support the local ecosystem and remain cherished parts of the West Elbow Communities.

- e. To support future investment in natural areas, escarpments, and riparian areas, the following should be considered:
  - provide safe and accessible connections from escarpment ridges and riparian areas to the pathway system along the Elbow River, including formalizing desired pathways, while remediating areas of disturbance;
  - support investment in restoration along escarpment ridges and riparian areas to reduce degradation of existing natural areas, restore native species, and enhance wildlife network connectivity;
  - promote passive recreation and discourage uses that are not compatible with preservation of natural areas: and.
  - iv. identify opportunities to enhance natural area connectivity through naturalization within the ecological network.

#### **Expanding the Open Space Network**

As the West Elbow Communities continue to grow and change, there is an opportunity to expand the offering of parks and open spaces. This could come through converting existing municipal land into parks, creating innovative open spaces in locations such as underutilized road rights-of-way, or via the acquisition of land. As opportunities to create parks and open spaces are considered, creative solutions to providing new public space should be explored.

- f. To support the provision of new parks and open spaces, the following should be considered:
  - within the West Elbow Communities, prioritize the development of new parks and open spaces in communities that are below the municipal development plan parks provision targets;
  - ii. identify underutilized or vacant municipal land that could be converted to park space;

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- iii. explore the development of green corridors that provide improved connections between existing parks and support the ecological network. Green corridors may be developed in locations such as streets that have excess right-of-way, where limiting vehicle traffic is warranted, or in underutilized open spaces;
- explore permanent closures of underutilized road rights-of-ways to facilitate the provision of new open space;
- explore the creation of plazas and open spaces around Main Streets and community corridors, with focus on spaces that support both residents and visitors;
- vi. explore increasing planting and green
  infrastructure in boulevards, such as rain
  gardens, green stormwater infrastructure, or
  other solutions as space allows; and,
- vii. if a school site is declared surplus by a school board, The City should explore the acquisition of the school site, consider adaptive reuse or redevelopment of buildings, and consider the retention of playfields as park space.

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### 3.2.3 Safe and Convenient Mobility

The West Elbow Communities have a range of mobility options available including two LRT stations, four MAX BRT stations, a network of cycling and pedestrian routes including pathways along the Elbow River, as well as large vehicle infrastructure such as Crowchild Trail SW. The West Elbow Communities have some of the highest combined walk, bike, and transit mode shares in Calgary, particularly in the communities of Cliff Bungalow, Bankview, Mission, Lower Mount Royal, Roxboro, Scarboro, Sunalta, and Mount Royal. However, some communities, such as Elbow Park, Altadore, and North Glenmore Park have lower combined walking, cycling, and transit usage rates than Calgary as a whole. Increasing opportunities for walking, cycling, and transit in the West Elbow Communities can have positive impacts on people's health and safety, while reducing greenhouse gas emissions and pressure on mobility infrastructure.

#### Objectives

The following objectives are intended to guide decisions for increasing safe and convenient mobility:

- Prioritize walking and cycling infrastructure and provide enhanced connections between transit station areas, Main Streets, community corridors, schools, parks, and natural areas.
- Improve the quality and safety of the pedestrian and cycling network to support active modes of transportation.
- Enhance transit priority measures throughout the Plan area to meet Primary Transit Network criteria of a faster and more reliable network.
- Create opportunities for diverse housing options that help enhance mobility networks.

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#### Implementation Options

To support safe and convenient mobility choices in the Plan area, the following should be considered:

### Improved Cycling and Pedestrian Connections

The Always Available for All Ages and Abilities (5A) Mobility Network identified in The City's municipal development plan intends to improve safety and create improved pathway and bikeway connections across the city. As the West Elbow Communities continue to grow and change, there is opportunity to better connect the network while at the same time improving safety, accessibility, and inclusivity.

- a. To improve overall pedestrian and cycling connectivity, comfort, and safety, the following improvements should be considered:
  - i. improve walking and cycling connections linking transit station areas and Main Streets as well as recreation facilities and parks and open spaces such as Glenmore Athletic Park, Lindsay Park, and the Elbow River pathway system;
  - ii. provide traffic calming measures that focus on slowing vehicle speeds through playground zones, along residential streets, and along collector streets to minimize conflicts between different modes of mobility;
  - iii. provide clear, defined active mode routes and wayfinding to schools and post-secondary institutions, including Mount Royal University;
  - iv. improve accessibility of the sidewalk network through measures such as construction of curb cuts:
  - provide seating throughout the pathway network to provide places to rest, specifically in areas with steep slopes;
  - complete missing pedestrian links by constructing sidewalks where they currently do not exist;
  - vii. complete and connect missing links in the pathway network;
  - viii. complete missing cycling links by constructing separated cycling infrastructure, multi-use pathways, or equivalent facilities;
  - ix. improve intersections with high potential for pedestrian-vehicle conflict through improved sightlines, crossing locations, signal timing and phasing, tighter turning radii, protected intersections, removing slip lanes, and other improvements; and,
  - x. provide shade and cooling infrastructure along pedestrian and cycling corridors.

#### Transit Network and Transit Station Areas

The West Elbow Communities are served by the Red and Blue LRT lines, the Yellow and Teal BRT lines, and a series of local bus routes. There are two LRT stations and four BRT stations in the Plan area, which provide access to downtown, post-secondary institutions, healthcare, and other parts of the city. Several roads within the West Elbow Communities are also part of the Primary Transit Network.

High levels of pedestrian traffic should be planned for locations within and around transit station areas and the Primary Transit Network. Designs should consider increasing levels of pedestrians, accessibility, as well as pedestrian safety and comfort.

- b. To support and foster a vibrant transit system, the following should be considered:
  - i. upgrade the 26 Avenue SW and 17 Avenue SW BRT Stations to the MAX BRT standard:
  - ii. incorporate transit priority measures to improve travel time and reliability, which may include signal priority, queue jumps, transit-only lanes or links, or stop configurations that limit transit delays;
  - iii. provide cycling infrastructure that provides access to transit station areas such as off-street pathways or on-street bikeways, as well as secure bicycle parking and tool stations in well-lit and weather protected areas;
  - iv. improve lighting and clear sightlines around transit station areas;
  - provide direct, safe, and convenient connections from transit station areas to destinations such as Main Streets, parks, and schools:
  - incorporate accessibility improvements and wayfinding elements to assist residents, visitors, and workers in locating key amenities and facilities in the area:
  - vii. provide areas for sitting and gathering within transit station areas;
  - viii. incorporate adjacent open space into transit station design to complement transit waiting areas;
  - ix. provide drinking fountains and public washrooms within transit station areas; and,
  - provide areas that protect people from weather, such as shade structures and spaces that are heated.

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### Erlton/Stampede Station Area Improvements

The Erlton/Stampede LRT Station is an important stop on the Red Line LRT that is in close proximity to the communities of Erlton, Mission, and Cliff Bungalow. It provides access to destinations such as the MNP Community & Sport Centre, the Calgary Stampede Grounds, the Elbow River regional pathway, and Reader Rock Garden.

Into the future, improvements to the station area should strengthen connections to surrounding destinations, better accommodate cycling and **pedestrian** connections, improve accessibility, and improve the interface between the LRT station, Macleod Trail S, and 25 Avenue SE.

- c. To support improvements to the Erlton/Stampede Station Area, the following should be considered:
  - provide improvements to the LRT station and surrounding public space that include elements such as an upgraded transit platform, lighting, and landscaping;
  - ii. improved pedestrian connections to the station from adjoining streets, destinations, and the Elbow River regional pathway, considering accessibility, comfort, and safety;
  - iii. improved pedestrian and cycling crossing of Macleod Trail S;
  - iv. improved cycling infrastructure to the station and secure bicycle parking at the station; and,
  - explore alternate alignments and configurations of the interface between the LRT station, Macleod Trail S, and 25 Avenue SE.

#### **East-West Mobility**

The ability to move east-west across the Plan area via transit or cycling is limited. Transit routes are generally oriented towards moving people downtown, while many east-west cycling routes are fragmented and challenging to navigate. As growth and change continue to occur in the West Elbow Communities, improvements to support improved east-west mobility options should be provided to better connect the West Elbow Communities and destinations beyond the Plan area.

- **d.** To support improvements to east-west mobility, the following should be considered:
  - i. explore transit routing that provides enhanced east-west connection across the Plan area. Investigate the feasibility of providing connections to key destinations and transit hubs within the West Elbow Communities such as the MAX Yellow BRT, Red Line LRT, and the 33 Avenue SW and 4 Street SW Main Street areas, as well as locations outside of the Plan area such as Mount Royal University and Stampede Park;
  - ii. improve crossings of high traffic streets for pedestrians and cyclists, such as Crowchild Trail SW, 14 Street SW, 8 Street SW, and 5 Street SW:
  - iii. develop east-west dedicated cycling routes that provide connection to other 5A Mobility Network routes, the regional pathway network, and transit infrastructure. Emphasize routes that minimize the amounts of hills to be climbed; and.
  - iv. explore a holistic mobility study within and surrounding the communities of Bankview, Lower Mount Royal, Upper Mount Royal, Mission, and Cliff Bungalow. The study should review improvements related to the modal priority throughout the area, intersection improvements, opportunities for traffic calming, and providing a well-connected 5A Mobility Network throughout the area.

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### 3.2.4 Daily Needs and Amenities

The West Elbow Communities are some of the most walkable communities in Calgary. Residents value the proximity of shops and services on Main Streets such as 4 Street SW, 17 Avenue SW, and 33 Avenue SW as well as services and amenities along 14 Street SW, 10 Avenue SW, and Macleod Trail S. Other local commercial amenities are located on community corridors such as 26 Avenue SW, 54 Avenue SW, 16 Street SW, and 20 Street SW. Improving pedestrian and cycling access to these daily amenities, while providing neighbourhood gathering spaces, can help support these important parts of the West Elbow Communities.

#### Objectives

The following objectives are intended to guide decisions for supporting growth and promoting daily needs and amenities in the Plan area:

- Improve public space around community commercial amenities, particularly around Main Streets and community corridors.
- Investigate opportunities for seating areas, pocket parks, and plazas on public space adjacent to community commercial areas.
- Improve landscaping and tree planting around Main Streets and community corridors.
- Improve safety of public spaces through improved lighting, public space design, and artistic and cultural site enhancements.

#### Implementation Options

The following actions can help support the objective of improving access to daily needs and amenities in the Plan area:

#### Main Streets

There are six Main Streets in the West Elbow Communities. These streets are the areas of high activity in the West Elbow Communities, serving as the main retail, dining, and entertainment areas for local residents, as well as destinations for Calgarians in general. Providing enhanced public spaces on these Main Streets will ensure they remain as some of the top destinations within the city, while continuing to serve the needs of local residents.

- **a.** To enhance **Main Streets**, the following should be considered:
  - prioritize comfortable, accessible, and safe public spaces and include consistent streetscape elements to better visually unify the area;

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- explore the design of public space that facilitates activation for events, festivals, and other gathering opportunities;
- explore improving pedestrian and cycling conditions at crossings of major roads and bridges;
- iv. explore improving pedestrian areas along the public realm and around transit infrastructure;
- review on-street parking on the area's Main Streets with a focus on those areas with an identified Neighbourhood Commercial designation;
- vi. explore providing additional public space, seating, lighting, and landscaping on or in proximity to Main Streets through the use of curb bump outs, road reconfigurations, sidewalk widenings, or other innovative approaches;
- vii. explore including cycling infrastructure, either along Main Streets or roads that run parallel;
- viii. review Main Streets design to mitigate conflicts between different modes of mobility, particularly at approaches to significant intersections:
- ix. explore greening explore greening of Main Streets and adjacent streets through tree planting, the provision of green boulevards, and green infrastructure. Create conditions that support the growth of healthy mature public trees; and,
- explore providing traffic calming measures that reduce traffic and shortcutting through residential streets, particularly near Main Streets, transit station areas, and other locations with high traffic volumes.

#### 10 Avenue SW Main Street

The 10 Avenue SW Main Street is located in the community of Sunalta. It contains a mix of commercial, residential, and light industrial uses, as well as the Sunalta LRT Station and vehicular access to Crowchild Trail SW and Bow Trail SW. Into the future, the area is envisioned to see more development and support more commercial uses along the corridor.

- b. To enhance the 10 Avenue SW Main Street, the following should be considered:
  - i. develop and implement a 10 Avenue SW Main Street master plan;
  - ii. improve public space along streets that connect to 10 Avenue SW, such as 16 Street SW;

- consider ways to program the space under the Blue Line LRT tracks:
- iv. investigate improving the at-grade crossing of the CPKC railroad tracks:
- consider how the street could connect to a future cycling, and transit bridge that provides connection between West Village and communities north of the Bow River;
- vi. provide a multi-modal design for the intersection of 10 Avenue SW and 14 Street SW that balances the needs of all modes; and,
- vii. provide new signalized pedestrian crossings across 10 Avenue SW.

#### 17 Avenue SW Main Street

One of the primary commercial corridors for the West Elbow Communities and Calgary, the 17 Avenue SW Main Street is a distinct shopping and retail district that also provides east-west vehicular and transit connections across the Plan area. There are opportunities to improve the corridor in specific locations and add to the vitality of the area.

- **c.** To enhance the 17 Avenue SW **Main Street**, the following should be considered:
  - i. develop and implement a Main Street master plan for the portion of 17 Avenue SW between Crowchild Trail SW and 14 Street SW with a focus on supporting increased pedestrian and commercial activity;
  - ii. investigate signalizing select intersections of 17 Avenue SW between 14 Street SW and Crowchild Trail SW;
  - iii. support new plazas and gathering spaces along the Main Street;
  - iv. support patio uses along 17 Avenue SW; and,
  - v. upgrade Rouleauville Square to provide increased public benefit, programmability, and safety while highlighting the St. Mary's Cathedral. Review if the park should become a public plaza. Support direct pedestrian access to the park from adjacent development.



#### 33 Avenue SW Main Street

The heart of Marda Loop is defined by the 33 Avenue SW Main Street. It features local businesses, residential development, and connections to both Crowchild Trail SW and the MAX Yellow BRT.

- **d.** To enhance the 33 Avenue SW **Main Street**, the following should be considered:
  - i. review and improve the functionality of the 33 Avenue SW and Crowchild Trail SW interchange. Include improved pedestrian and cycling facilities that provide safe and accessible connections to the Marda Loop BRT Station, Richmond Green, and the former Viscount Bennett High School site;
  - ii. implement phase 2 of the 33 Avenue SW Master Plan between 18 Street SW and 14 Street SW;
  - iii. investigate permanent closures to side streets to provide more public space; and,
  - iv. investigate traffic calming measures on residential streets close to the Main Street area.

#### Macleod Trail S Main Street

Macleod Trail S is the eastern extent of the West Elbow Communities. It is an important vehicular thoroughfare that provides connection between the Greater Downtown and communities in the southern portion of the city. It is envisioned to continue to be an important transportation corridor into the future, but should provide improved pedestrian conditions, such as improved ability to cross the road at key locations.

- **e.** To enhance the Macleod Trail S **Main Street**, the following should be considered:
  - complete a functional study and improvements of the Macleod Trail S and 25 Avenue SE intersection, with emphasis on improved pedestrian and cycling connections across Macleod Trail S and the interface with Erlton/Stampede LRT Station; and,
  - ii. investigate providing improved public space and tree planting along Macleod Trail S.

#### 4 Street SW Main Street

In the West Elbow Communities, the 4 Street SW Main Street runs from 17 Avenue SW to Elbow Drive SW. It is a corridor with active commercial uses that is envisioned to continue to be an active commercial area into the future. Moving south across the Elbow River, 4 Street SW also provides connection to Macleod Trail S via Mission Road SW.

- **f.** To enhance the 4 Street SW **Main Street**, the following should be considered:
  - develop and implement a 4 Street SW Main Street master plan; and,
  - ii. investigate closing portions of avenues adjacent to 4 Street SW to provide public spaces such as parklets or plazas.

#### 14 Street SW Main Street

The extent of the 14 Street SW Main Street area in the West Elbow Communities spans from the northern extent of the Plan area at 10 Avenue SW to the 33 Avenue SW Main Street area. Along 14 Street SW there are many different built form conditions that range from primarily residential to solely commercial in nature. This Main Street is envisioned to continue as an important corridor for vehicles and transit, while also welcoming more development in residential and mixed-use forms.

- **g.** To enhance the 14 Street SW **Main Street**, the following should be considered:
  - develop and implement a 14 Street SW Main Street master plan from 10 Avenue SW to 17 Avenue SW;
  - ii. develop and implement a Main Street master plan for 14 Street SW from 17 Avenue SW to 34 Avenue SW;
  - iii. explore providing new signalized crossings of 14 Street SW;
  - iv. upgrade the underpass at 14 Street SW and 9 Avenue SW, focusing on improved pedestrian spaces and cycling infrastructure;
  - recommend appropriate street classification and cross-section(s). Explore the feasibility of a road diet and review on-street parking controls with the intent of providing on-street parking adjacent to commercial uses;
  - vi. provide multi-modal designs at intersections with cycling and transit infrastructure; and.
  - vii. should public realm setbacks along the street remain, they should be prioritized as landscape buffers between the street and adjacent development, particularly where residential development is proposed.

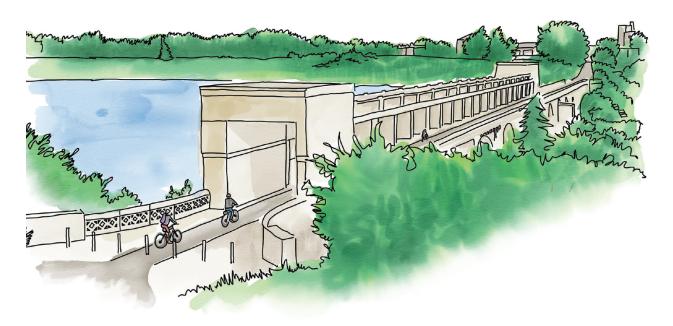


#### **Community Corridors**

There are nine **community corridors** in the West Elbow Communities: 4 Street SW (south of the Elbow River), Elbow Drive SW, Council Way SW (west of 14 Street SW)/ Premier Way SW/30 Avenue SW, 26 Avenue SW (west of 14 Street SW), 14 Street SW (south of 34 Avenue SW), 16 Street SW (south of 34 Avenue SW), 20 Street SW (south of 26 Avenue SW), 50 Avenue SW, and 54 Avenue SW. These roads act as secondary corridors to the area's **Main Streets**, serving as important transit, cycling, walking, and driving corridors.

- To improve pedestrian and cycling connectivity and safety, design for these community corridors should:
  - i. improve pedestrian and cycling conditions at crossing of major roads and bridges;
  - ii. improve pedestrian areas along community corridors and around transit infrastructure;
  - iii. green streets through tree planting, the provision of green boulevards, and green infrastructure. Create conditions that support the growth of healthy, mature public trees; and,
  - iv. provide additional public space, seating, lighting, and landscaping through the use of curb bump outs, road reconfigurations, sidewalk widenings, or other innovative approaches.

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### 3.2.5 Climate Resiliency

The West Elbow Communities will continue to experience the impacts of climate change related hazards, which are increasing in intensity and frequency. This includes heavy rainfall, extreme heat, and severe storms. It is important that the West Elbow Communities are in a position to mitigate any future impacts of climate change.

The City of Calgary is committed to achieving **net zero** greenhouse gas emissions by 2050. Efforts should be made to improve energy efficiency, introduce more renewable energy, and encourage active modes of transportation. Included below are implementation options that can contribute to reducing greenhouse gas emissions while also improving adaptability to climate change.

#### Objectives

The following objectives are intended to guide decisions for supporting growth and promoting climate adaptation and resiliency in the Plan area:

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

#### Implementation Options

The following identify actions to achieve the growth objective of promoting climate resiliency in the Plan area:

- a. To support climate resilience in the West Elbow Communities, the following should be considered:
  - prioritize pedestrians, cycling, and transit as modes of transportation to reduce greenhouse gas emissions;
  - encourage the development of net zero emission buildings for public facilities;
  - **iii.** promote the adaptive re-use of existing buildings and **infrastructure**;
  - expand the use of renewable energy generation, low impact development, green infrastructure, and integrated water management in the Plan area;

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- protect, maintain, and enhance riparian areas along the Elbow River and in natural areas to facilitate wildlife movement, biodiversity, and ecological health while improving resilience to erosion, flooding, and water quality impacts;
- vi. continue to protect and enhance the Elbow River valley as a primary corridor within the ecological network and support the enhancement of secondary corridors connecting to it:
- support naturalization of green spaces and the planting of native species that are appropriate to support local conditions and contribute to habitat; and.
- viii. protect against severe winds by using wind screens and strategically planted vegetation.

#### **Urban Forest and Tree Canopy**

The urban forest provides important ecosystem functions including improved air quality, stormwater management, wildlife, and native plant habitats, and creating stress-reducing environments for residents. To achieve and maintain a healthy urban forest, it is important that The City, developers, and residents contribute to consistent and continuing urban forest management. The West Elbow Communities currently have 20.3% tree canopy coverage, which is above the city average. The goal for this area is to increase the canopy to 21% by 2030, 22% by 2040, and 23% by 2050.

- b. To support and expand the urban forest in the West Elbow Communities, the following should be considered:
  - protect trees on public and private lands wherever possible from activities that may impact roots and unnecessary canopy pruning. Trees that cannot be retained during redevelopment should be replaced to avoid net loss in the tree canopy;
  - ii. provide additional tree plantings in public boulevards ensuring sustainable planting infrastructure, sufficient soil volume, adequate moisture, and appropriate locations;
  - **iii.** support tree planting programs for private lands;
  - iv. protect, maintain, and enhance public trees in boulevards and on residential streets;
  - invest in ongoing maintenance and succession planting of public trees;
  - encourage planting of diverse plant species on public and private land, especially species friendly to pollinators;

- vii. encourage drought-resistant vegetation, appropriate soil, and sufficient soil volume for trees on public and private property; and,
- viii. use of soil cells for stormwater retention and enhanced landscaping that collects and retains or infiltrates rainwater.

#### Stormwater Retention and Mitigation

In established neighbourhoods such as those in the West Elbow Communities, redevelopment can cover more land with buildings and hard surfaces, reducing the areas which can absorb, retain, and filter water. This can result in an increase in both the volume and contamination of storm water runoff, placing a greater burden on stormwater management infrastructure. However, with redevelopment, there are opportunities to integrate stormwater management into both private property and public property.

- c. To mitigate the impacts of stormwater runoff, the following practices should be considered:
  - strengthen protection and enhancement measures for riparian areas through rehabilitation and conservation designations;
  - ii. include provisions for permeable surface cover and green infrastructure for existing and new commercial lands (as well as parking lots and undeveloped areas).
- **d.** Stormwater mitigation improvements should consider the following:
  - coordinate stormwater improvements with pedestrian safety improvements, through landscaped curb extensions, midblock crossings, and other similar improvements;
  - ii. on public property include improvements such as rain gardens, bioretention areas, underground storage, green roofs, increased landscaped areas, and other permeable surfaces on existing impervious surfaces;
  - iii. explore using pervious, permeable, and semi-permeable materials, such as open joint bricks, grass-concrete pavers, stone aggregate, and porous bricks where applicable, such as pathways, plazas, lightly trafficked roads, and parking spaces;
  - iv. improve route drainage, especially from impervious areas, to support trees and other vegetation using soil cells and bioretention;
  - invest in passive green infrastructure systems that utilize trees and other woody plant material for stormwater management, heating and cooling, and phytoremediation; and,

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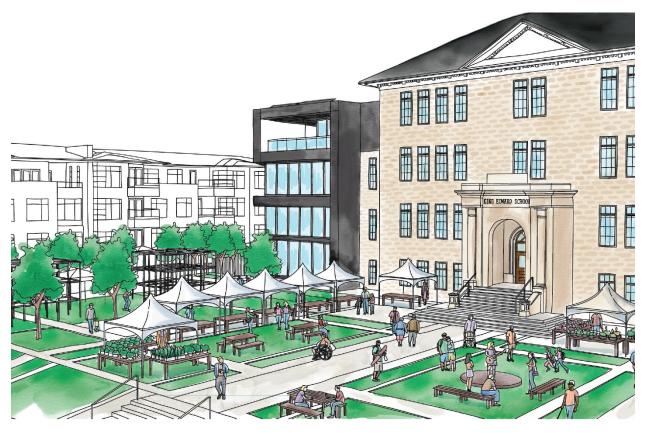
vi. coordinate stormwater and other utility upgrades, where feasible and appropriate, with other infrastructure improvements, particularly along Main Streets and in transit station areas.

#### Flood Resilience

River-adjacent communities within the West Elbow Communities will always need to prepare, respond and adapt to floods. While permanent infrastructure such as upstream reservoirs and flood barriers significantly reduce overland flood risk for river-adjacent communities, residual flood risks continue to guide how we plan and develop in areas adjacent to water bodies. This is especially true with climate change expected to bring a greater risk of more severe and frequent flooding.

- e. As redevelopment occurs in established neighbourhoods, such as the West Elbow 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. improving lot grading so that it slopes away from the house foundation; and,
  - ii. using landscaping techniques that allow more rain to soak into the ground.
- f. Street grades in North Erlton are intentionally designed to convey floodwater during extreme floods, and this function should be maintained in future redevelopment.

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### 3.2.6 Historic Places and Spaces

The West Elbow Communities include some of the city's oldest communities as well as historic Indigenous gathering places and sites of significance. As we think of the future of the area, it is important to also recognize and honour important pieces of history that made the West Elbow Communities what they are today. This includes different ways that the area has been enjoyed and utilized over time from all cultural perspectives.

#### Objectives

The following objectives are intended to guide decisions for supporting historic conservation, storytelling, and commemoration in the Plan area:

- Identify and highlight cultural landscapes within parks and other **public spaces**.
- Recognize and protect historic homes and buildings.
- Promote cultural diversity and inclusion in public spaces.

#### Historic and Cultural Placemaking

Providing unique placemaking opportunities allows for historic storytelling, creates gathering spaces to celebrate culture, and allows Calgarians to foster and strengthen social relationships in their community.

- To create and support placemaking opportunities in the West Elbow Communities, the following should be considered:
  - i. investigate opportunities for Indigenous placemaking and naming of existing features within the Plan area, including, but not limited to streets, parks, open spaces, and public facilities, that recognize and celebrate sustained Indigenous presences on these lands through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government;

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- ii. as public spaces are upgraded and/or constructed, work to incorporate historic and culturally significant components into their designs; and,
- iii. incorporate gathering spaces and spaces for arts and cultural performances and festivals in new or renovated public spaces and civic buildings.

#### Heritage Buildings and Sites

There is a range of heritage resources and heritage assets throughout the West Elbow Communities, including clusters of commercial heritage properties located along the Neighbourhood Main Streets of 17 Avenue SW and 4 Street SW. These heritage assets create a unique mix of heritage and modern buildings on these commercial streets and provide economic, social, and cultural value to the area and Calgary. There are also numerous residential properties throughout the Plan area with heritage value, some of which are identified on the Inventory of Evaluated Historic Resources, while others have Municipal Heritage Designation.

- To support the conservation of heritage buildings and sites, the following should be considered:
  - incentivize the retention of buildings with historic significance;
  - ii. develop a system to enable heritage density transfers;
  - enable increased uses and development rights on sites with historically significant buildings, with the intent of maintaining heritage buildings;
  - encourage buildings to seek Municipal Historic Designation and registration on the Inventory of Evaluated Historic Resources;
  - develop an incentive program specific to the retention of clusters of historic buildings along the 4 Street SW and 17 Avenue SW Neighbourhood Main Streets, or other identified locations;
  - vi. investigate opportunities to recognize and celebrate historic boulevards, streetcar routes and train routes, such as Marda Loop and the Beltline, that shaped historical development in the Plan area; and,
  - vii. encourage Municipal Historic Designations and adaptive reuse of City-owned or public heritage properties, including school buildings.



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### **4.1** Policy Framework

The Municipal Government Act outlines the purpose and scope of powers for municipalities. The Plan is a statutory document, approved as an area redevelopment plan, that establishes a long-range framework for land use, urban design and mobility for the West Elbow Communities. The Plan has considered and is in alignment with the South Saskatchewan Regional Plan. The Plan must be read in conjunction with The City's municipal development plan and other City of Calgary policy and guiding documents, unless otherwise indicated.

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### 4.2 Local Area Plan Interpretation

#### Map Interpretation

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

#### Policy Interpretation

f. The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use and watershed management to achieve Alberta's economic, environmental, and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.

- g. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.
- h. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with The City's municipal development plan policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.
- Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.
- j. All illustrations and photos are intended to illustrate concepts included in the Plan and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines.
- k. Building scale modifiers shown on Map 4: Building Scale are intended to inform future land use redesignation applications. In cases where this policy and a land use designation conflict, the land use on the parcel prevails.

#### Figure Interpretation

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

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#### Appendix Interpretation

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

#### Plan Limitations

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

#### Existing Caveats/Restrictive Covenants

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

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# **4.3** Local Area Plan Implementation Monitoring, Review, and Amendments

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

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### **4.4** Glossary

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

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

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

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

Bus Rapid Transit (BRT) – a type of limited stop bus service that relies on technology to speed up the service. It can operate on exclusive transit ways, high occupancy vehicle lanes and any type of road or street. A BRT line combines intelligent transportation systems technology, priority for transit, rapid and convenient fare collection and integration with land use policy, in order to upgrade bus system performance substantially.

Community Climate Resilience Assets – a feature that is intended to reduce the negative impacts of climate change on infrastructure, natural assets, and people. Examples can include but are not limited to shade structures (e.g., pergolas, sun sails, covered outdoor spaces), water fountains, and green stormwater infrastructure (e.g., bioswales, rain gardens).

Community Corridors – are pedestrian-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including Main Streets and transit station areas.

**Compound Roof** – includes hip and valley, crosshipped, dormer, intersecting or combination roofs and pitches.

Contemporary asymmetrical roof pitches – includes sloped roofs such as butterfly, shed, sawtooth, lean-to, salthox, flat and skillion.

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

**Ecological network** – a network of ecological components (natural habitats, corridors and buffer zones) which provides the physical conditions necessary for **ecosystems** and species populations to survive in a human-dominated landscape.

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

Flood Fringe – lands abutting the floodway, the boundaries of which are indicated on Map C:
Constraints that would be inundated by floodwaters of a magnitude likely to occur once in one hundred years.

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

Floodway – the river channel and adjoining lands indicated on Map C: Constraints that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years.

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

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

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

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

#### Inventory of Evaluated Historic Resource (Inventory)

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

Land Use Bylaw – the bylaw approved by Council as a land use bylaw that regulates development and land use in Calgary and informs decisions regarding planning applications.

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

Light Rail Transit (LRT) – electrically powered rail cars, operating in sets of three to five cars per train on protected rights-of way, adjacent to or in the medians of roadways or rail rights-of-way. Generally at grade, with some sections operating in mixed traffic and/or tunnels or on elevated bridge structures.

Main Street – an urban typology as described in The City's municipal development plan.

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

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

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

Net Zero (or Net Zero Ready) – developments that produce as much clean energy as they consume by way of a highly efficient building envelope, energy efficient appliances, lighting, mechanical systems, and a renewable energy system. Net zero ready

development is built to net zero standards except that the renewable energy system (e.g., solar panels) has not yet been installed.

Non-market Housing – non-market housing means rental or for-sale housing subsidized for income groups not served by the private market. This type of housing includes transitional housing, social housing, and affordable housing.

Pedestrian-scale – the scale (height/proportions) and comfort level that the street level and lower stories of a building provide for pedestrians as they walk alongside a building or buildings.

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

Primary Transit Network – a permanent network of high-frequency transit services, regardless of mode, that operates every 10 minutes or better, 15 hours a day, seven days a week. This refers to the network connectivity of the transit system, not just the physical built form. The Primary Transit Network is subject to continuous updates and improvements, which may include additional corridors.

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

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

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

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

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

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Transit Centre – an off-street transit terminal location, which may include any combination of Light Rail Transit, bus rapid transit, and/or other transit routes and services.

Transit Hub – locations where passengers can transfer between transit routes, including Light Rail Transit and Bus Rapid Transit stations, transit centres and bus stops. The streets in transit hubs support safe access for those walking and wheeling in addition to the movement of transit vehicles.

**Transit Priority Measures** – strategies that improve transit operating speeds and transit travel time reliability in mixed traffic, such as dedicated lanes, traffic signal priority or queue jumps.

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

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

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# **Appendices**

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### **Appendix A:** Investment Opportunities

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

### **Summary of Investment Opportunities**

Supporting Growth Goals	Investment Opportunities	Location(s)
Housing For All	Where new civic services are being proposed on City-owned lands, develop sites as integrated civic facilities that can provide housing, prioritizing the delivery of non-market housing and mixed-market housing.	Varies
	Explore incentives for the inclusion of non-market housing and mixed-market housing in new developments.	Varies
	Explore opportunities for more non-market housing and mixed-market housing for seniors by encouraging aging-in-place options (i.e., fully accessible housing styles).	Varies
	Explore opportunities for partnerships with not-for-profits to develop co-housing projects.	Varies
	Explore opportunities to incentivize three-bedroom units in multi-residential development.	Varies

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Supporting Growth Goals	Investment Opportunities	Location(s)
	Upgrade pedestrian and cycling connections to MAX BRT stations from adjacent communities, with a focus on safety and accessibility.	Varies
	Analyze the need for public realm setbacks to determine whether the public realm setback should be maintained, amended, or removed.	Varies
	Explore improvements to 8 Street SW, from 17 Avenue SW to Frontenac Avenue SW, that include improved crossings and opportunities for cycling infrastructure.	Lower Mount Royal, Upper Mount Royal
	Enhance bus pads by adding shelters, benches, or amenities where space permits.	Varies
	Provide new signalized pedestrian crossings across pedestrian crossings across large roads that have limited opportunities to cross, such as 14 Street SW, 26 Avenue SW, 50 Avenue SW, and 17 Avenue SW (west of 14 Street SW).	Varies
	Convert existing cycling lanes and routes into protected cycling lanes.	Varies
	Rehabilitate aging sidewalks throughout the Plan area.	Varies
	Review the feasibility of adding a traffic signal or traffic circle at the intersection of 14 Street SW and 38 Avenue SW.	Altadore, Elbow Park
Safe and Convenient Mobility	Implement residential street improvements including, but not limited to: incorporating curb extensions at intersections, increasing sidewalk widths, reducing the size of carriageways to allow for additional amenities and infrastructure, incorporating mid-block pedestrian crossings, adding features to slow vehicle speeds, closing streets to vehicle traffic, and limiting streets to local traffic only.	Varies
	For all street improvement projects consider the following items, which may be determined through mobility studies: modal priorities and resulting cross sections, opportunities for street trees as feasible, vehicle speeds, cycling infrastructure, traffic calming measures, pedestrian movement and crossings, transit requirements and prioritization, parking requirements, enhanced bus stops, and intersection designs.	Varies
	Implement improvements to 25 Avenue SE/SW, between 5 Street SW and Macleod Trail S that include protected cycling infrastructure, traffic calming, connections to the Elbow River pathway system, enhanced access to the Erlton/Stampede LRT Station, and intersection improvements at Macleod Trail S for all modes.	Cliff Bungalow, Mission, Erlton
	Implement the recommended short term improvements from the 25 Avenue SE LRT Grade Separation Functional Planning Study and evaluate the Transit Oriented Development potential for all three long-term concepts once flood mitigation measures are in place, a new floodway zone has been identified, and new land use and development information is available for the Erlton/ Stampede Station area and confirm the ultimate long term recommendation.	Erlton
	Implement improvements to 5 Street SW, between 17 Avenue SW and Elbow Drive SW, that include protected cycling infrastructure, improved pedestrian crossings, and traffic calming measures.	Cliff Bungalow

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Supporting Growth Goals	Investment Opportunities	Location(s)
Safe and Convenient Mobility	Implement improvements to 4 Street SW, south of Elbow Drive SW, that include connections to the Elbow River pathway system, protected cycling infrastructure, consideration for transit requirements, and include traffic calming measures.	Rideau Park, Roxboro
	Implement improvements to Erlton Street SW including cycling infrastructure, traffic calming measures, and connections to adjacent pathways.	Erlton
	Implement improvements to Elbow Drive SW that consider connections to the Elbow River pathway system, traffic calming measures, prioritize transit requirements, protect mature trees, and protected cycling infrastructure.	Elbow Park
	Implement improvements to 20 Street SW, between 20 Avenue SW and Langriville Drive SW that include protected cycling infrastructure and traffic calming measures.	Richmond, South Calgary, Garrison Woods, Altadore, North Glenmore Park
	Implement improvements to 26 Avenue SW, between 14 Street SW and Crowchild Trail SW, that include protected cycling infrastructure, traffic calming measures, improved pedestrian crossings, and consideration of transit requirements.	Richmond, Bankview, South Calgary, Upper Mount Royal
	Implement improvements to 42 Avenue SW, between 14A Street SW and 20 Street SW that include protected cycling <b>infrastructure</b> , connections to surrounding pathways, and traffic calming measures.	Altadore
	Implement improvements to Richmond Road SW that include traffic calming measures, improved pedestrian crossings, and protected cycling infrastructure.	Richmond
	Implement improvements to 50 Avenue SW that include protected cycling infrastructure, traffic calming measures, improved pedestrian crossings, signalization of key intersections, explores active modes connections to 50 Avenue SW on the east side of the Elbow River, and consideration for transit requirements.	Altadore, North Glenmore Park
	Implement improvements to 54 Avenue SW, between 19 Street SW and Crowhchild Trail SW that include traffic calming, consider transit requirements, connections to surrounding pathways, and review the need for cycling infrastructure.	North Glenmore Park
	Explore the missing sidewalk link on 10 Street SW between Dorchester Av SW and Frontenac Av SW for completion of the pedestrian network in this area.	Upper Mount Royal
	Implement the medium-term and long-term improvements recommended in the Crowchild Trail Study as resources become available.	Varies

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Supporting Growth Goals	Investment Opportunities	Location(s)
Safe and Convenient Mobility	Conduct a multi-modal network study to evaluate the broader mobility needs of the Glenmore Trail S corridor, as well as a functional planning study of Glenmore Trail S (Richard Road SW to 14 Street SW) based on the findings of the network study to confirm ultimate design (and required right-of-way) for all mobility modes.  Conduct a network study of Downtown Calgary as well as a functional planning study of West Village to confirm ultimate design of the transportation network for all modes in this area. The studies should align with all adjacent projects, relevant best practices and approved policy; including the Greater Downtown Plan, Blue Line LRT, Main Streets and Crowchild Trail Study, etc.	Varies
Climate Adaptation and Resiliency	Support naturalization of boulevards and road rights-of-way.	Varies
	Explore closing portions of select streets to naturalize streets, provide green infrastructure, and improve pedestrian spaces.	Varies
	Support home retrofits to allow on-site solar power generation.	Varies
	Implement EV charging at City operated parking lots and parkades.	Varies
Daily Needs and Amenities	Implement Phase 2 of the 33 Avenue SW <b>Main Street</b> Master Plan.	South Calgary, Altadore
	Complete and implement Main Street Master Plans for 10 Avenue SW and 14 Street SW.	Sunalta
	Complete and implement a <b>Main Street</b> Master Plan for 17 Avenue SW between Crowchild Trail SW and 14 Street SW.	Scarboro, Bankview
	Complete and implement a <b>Main Street</b> Master Plan for 4 Street SW between 17 Avenue SW and Elbow Drive SW.	Cliff Bungalow, Mission
	Support outdoor patios and patio conversions outside of businesses.	Varies
	Explore the opportunity of closing side streets adjacent to commercial areas and Main Streets to provide public gathering spaces.	Varies

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Supporting Growth Goals	Investment Opportunities	Location(s)
	Provide year-round activation in parks and open spaces by incorporating winter-city design elements.	Varies
	Support community-led art projects such as murals and art installations at City parks and facilities.	Varies
	Investigate widening regional pathways at locations of high traffic and congestion.	Varies
	Complete missing links in the regional pathway system.	Varies
Parks, Open Spaces and Natural Areas	Naturalize open spaces and improve network connectivity in the ecological network.	Varies
	Work with experts and organizations in supporting conservation and protection of natural areas, local wildlife, and biodiversity in the Elbow River valley, and other natural areas.	Varies
	Work with Indigenous Elders and Traditional Knowledge Keepers within the Treaty 7 region of Southern Alberta to identify opportunities for enhancing the cultural landscape and Indigenous worldviews within parks, open spaces, and natural areas along the Elbow River valley and across the Plan area	Varies
	Identify potential improvements to off leash areas such as improved accessibility, lighting, fencing, planting, or surfacing.	Varies
Parks, Open Spaces and Natural Areas	Upgrade the Bankview Off-leash Area, including fencing, tree planting, stairs, and other improvements to improve the quality and use-value of the space.	Bankview
	Enhance lighting in parks, <b>public spaces</b> , and along pathways.	Varies
	Provide resting points and seating along pathway segments with steep slopes.	Varies
	Explore the potential of upgrading community association sites and buildings to better suit the needs of the community, including allowing commercial vendors.	Varies
	Increase the amount of public washrooms around parks and public spaces.	Varies



Supporting Growth Goals	Investment Opportunities	Location(s)
Historic Places and Spaces	Provide new public art that celebrates indigenous and non-indigenous history.	Varies
	Include markers, landmarks, and informational signage in <b>public spaces</b> that celebrates site-specific histories.	Varies
	Include plantings in <b>public spaces</b> that are reflective of important and/or celebrated plants to local indigenous groups.	Varies
	Develop heritage incentive tools to protect <b>heritage asset</b> s built between 1945 and present day.	Varies
	Develop information and public art that highlights the historic streetcar network.	Varies
	Support the retention, rehabilitation, and adaptive reuse of historic buildings on public land.	Varies
	Rename streets and public places based on their unique histories.	Varies
	Support community-led art projects such as murals and art installations.	Varies



# **Appendix B:** Mobility

The following maps highlight various aspects of the transportation network. Together, they represent a robust multimodal transportation network that offers a variety of choices throughout the Plan area.

Map B1: Road and Street Network provides an overview of the street classifications throughout the Plan area. The map is not intended to make any recommendations about the specific corridors. Map B2: Pedestrian Corridors and Map B3: Cycling Network identify existing pedestrian and cycling mobility connections and recommended mobility improvements within and surrounding the West Elbow Communities. The maps are based on, but also inform, the 5A Mobility Network and show existing and recommended connections identified in The City's municipal development plan at the local area plan level.

The recommended **pedestrian** corridors depicted on Map B2: **Pedestrian** Corridors inform specific streets where an enhanced **pedestrian** space is desired. An enhanced **pedestrian** corridor may include elements such as wider sidewalks, furniture zones, seating, plantings, and other features that support the envisioned street activity and the Future Growth Concept. The enhanced **pedestrian** network connects key destinations (schools, parks, transit, etc.) and helps identify locations where investment in enhanced intersection crossing treatments is required. All other streets not identified on Map B2 are to provide standard residential sidewalks to create a complete walking network.

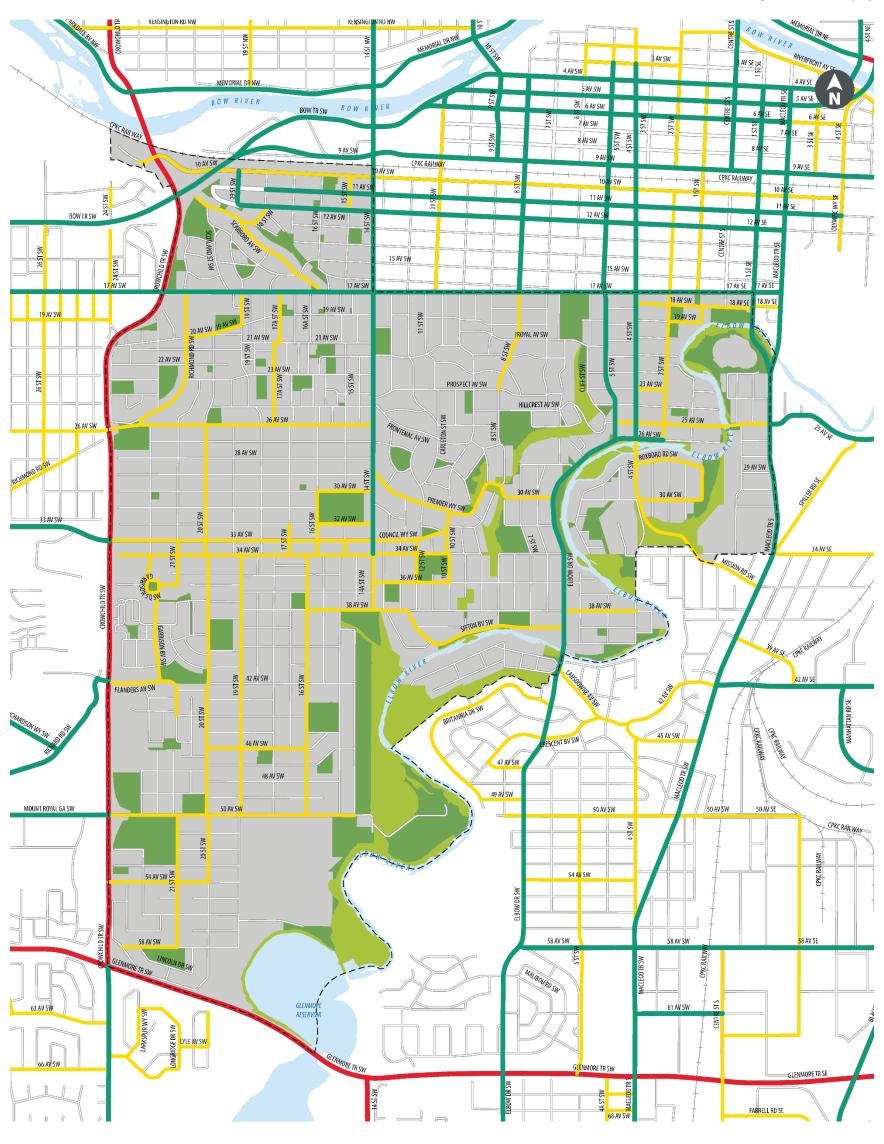
The recommended cycling network shown on Map B3: Cycling Network identifies corridors, not specific streets. The map is not intended to make any recommendation about the specific type of cycling connection that would be built, but rather the conceptual locations for those connections. The Future Growth Concept and existing right-of-way space will be used to refine the location of the specific cycling connections and help determine the type of facility/infrastructure to be built.

Improvements to the mobility network will prioritize pedestrians and cyclists where possible, by providing accessible pathway and bikeway connections between the communities and to local and regional destinations. This includes supporting the Future Growth Concept with appropriate facilities in the public right-of-way. Improvements identified on Maps B2: Pedestrian Corridors and B3: Cycling Network will take time and will be phased as budget allows, subject to technical feasibility.

Map B4: Transit Network identifies existing and future major transit routes on the Primary Transit Network only.

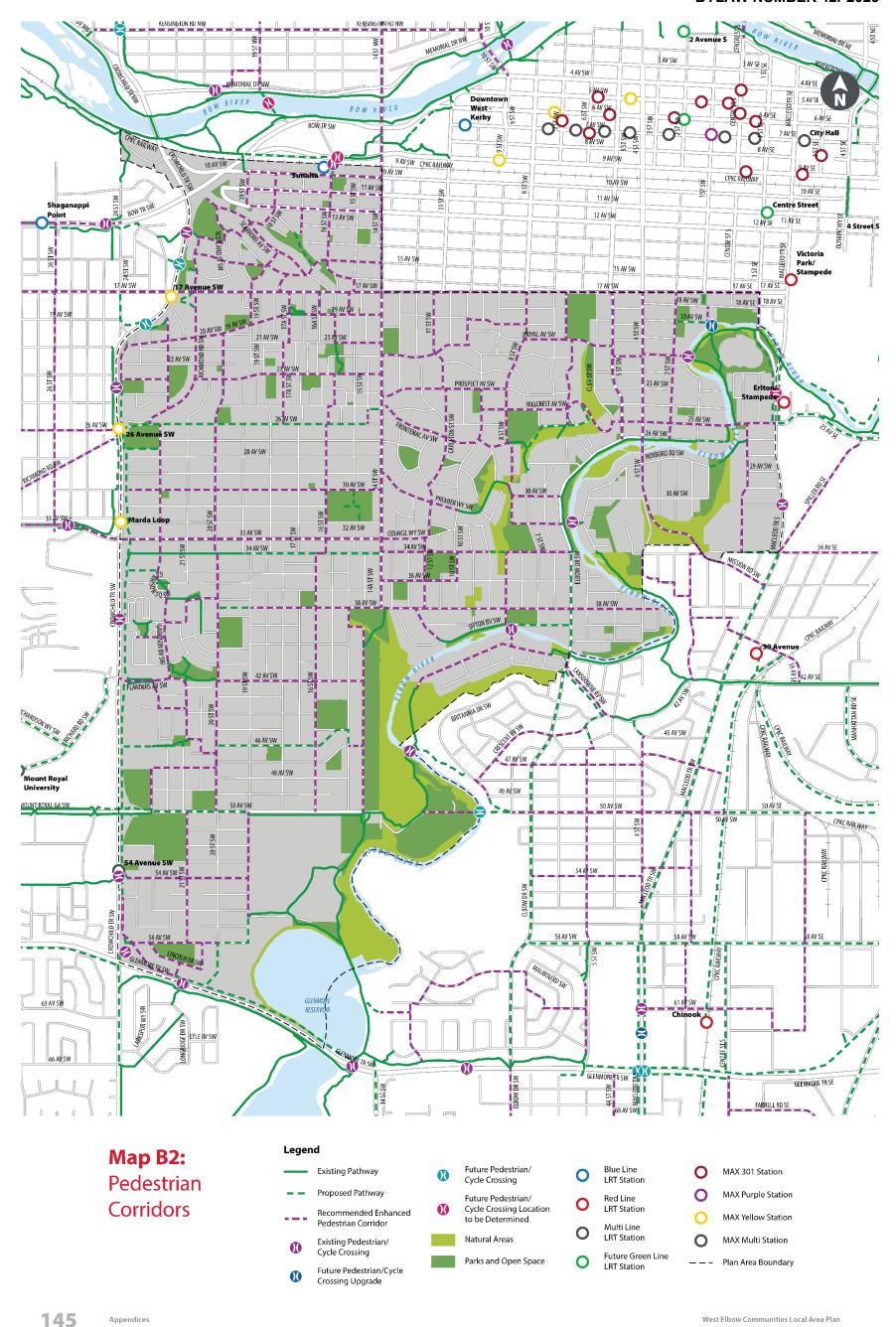
Map B5: Goods Movement provides an overview based on the Calgary Goods Movement Strategy. The mobility maps in Appendix B are intended to complement and inform the investment priorities identified in Chapter 3: Supporting Growth as well as future mobility improvements and investment.

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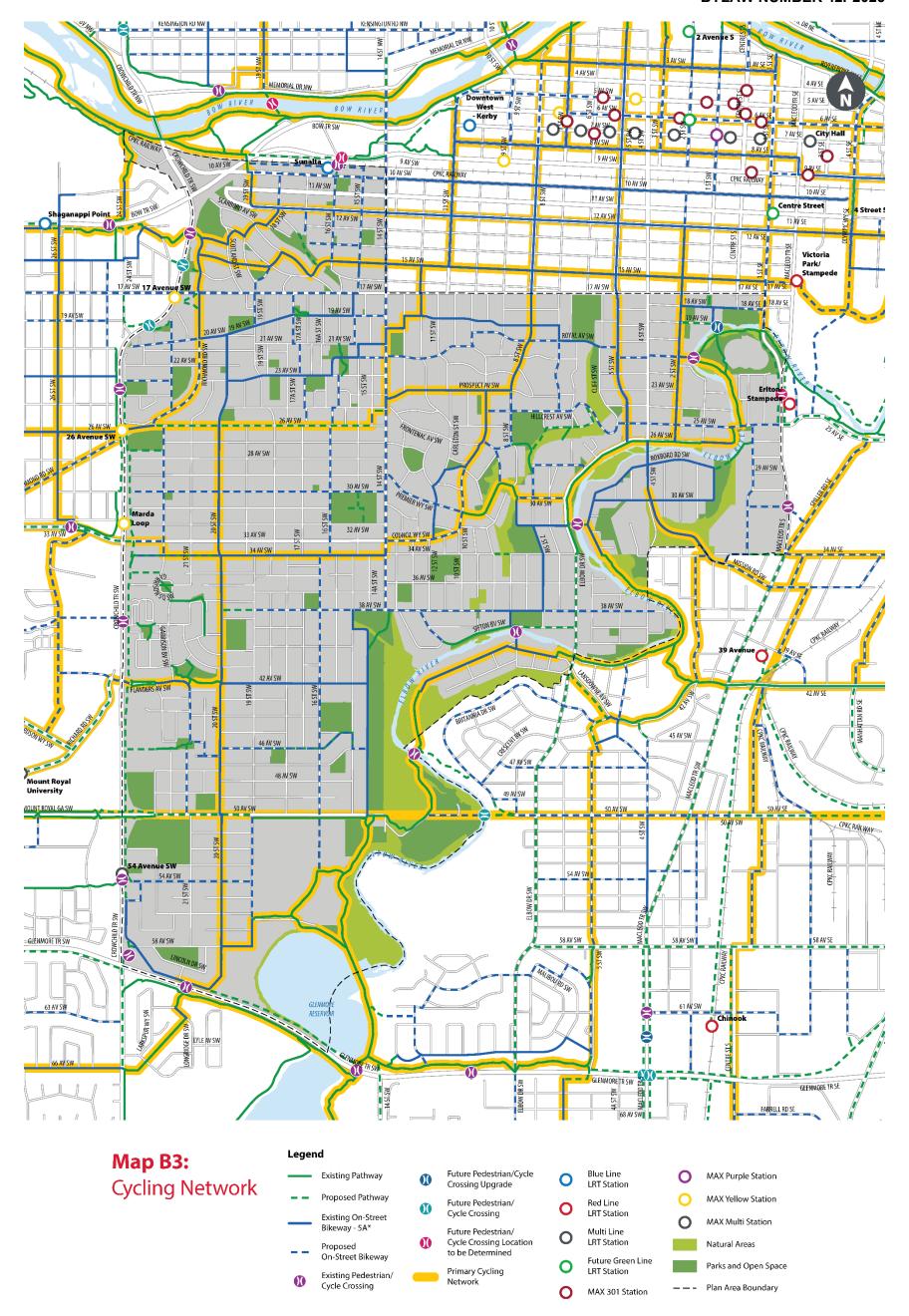
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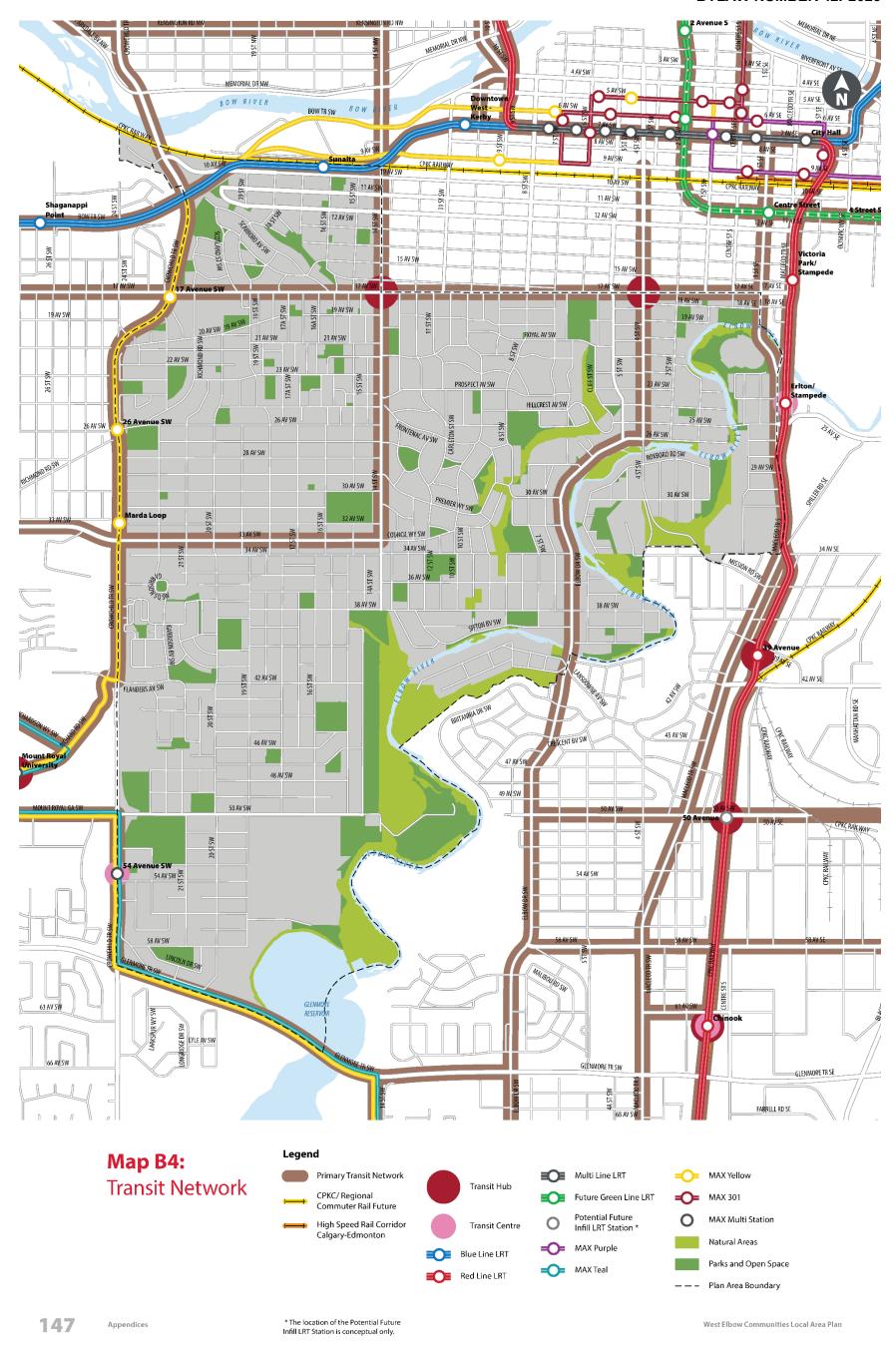


\* May require upgrades to meet 5A

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# **Appendix C:** Constraints

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

# **Freight Rail Corridor**

A Canadian Pacific Kansas City (CPKC) freight rail corridor runs along the northern boundary of the Plan area adjacent to the Calgary Transit LRT line. Any development adjacent to freight rail corridors should comply with the requirements of the Development Next to Freight Rail Corridors Policy, in addition to any other applicable policies.

# **Floodplain**

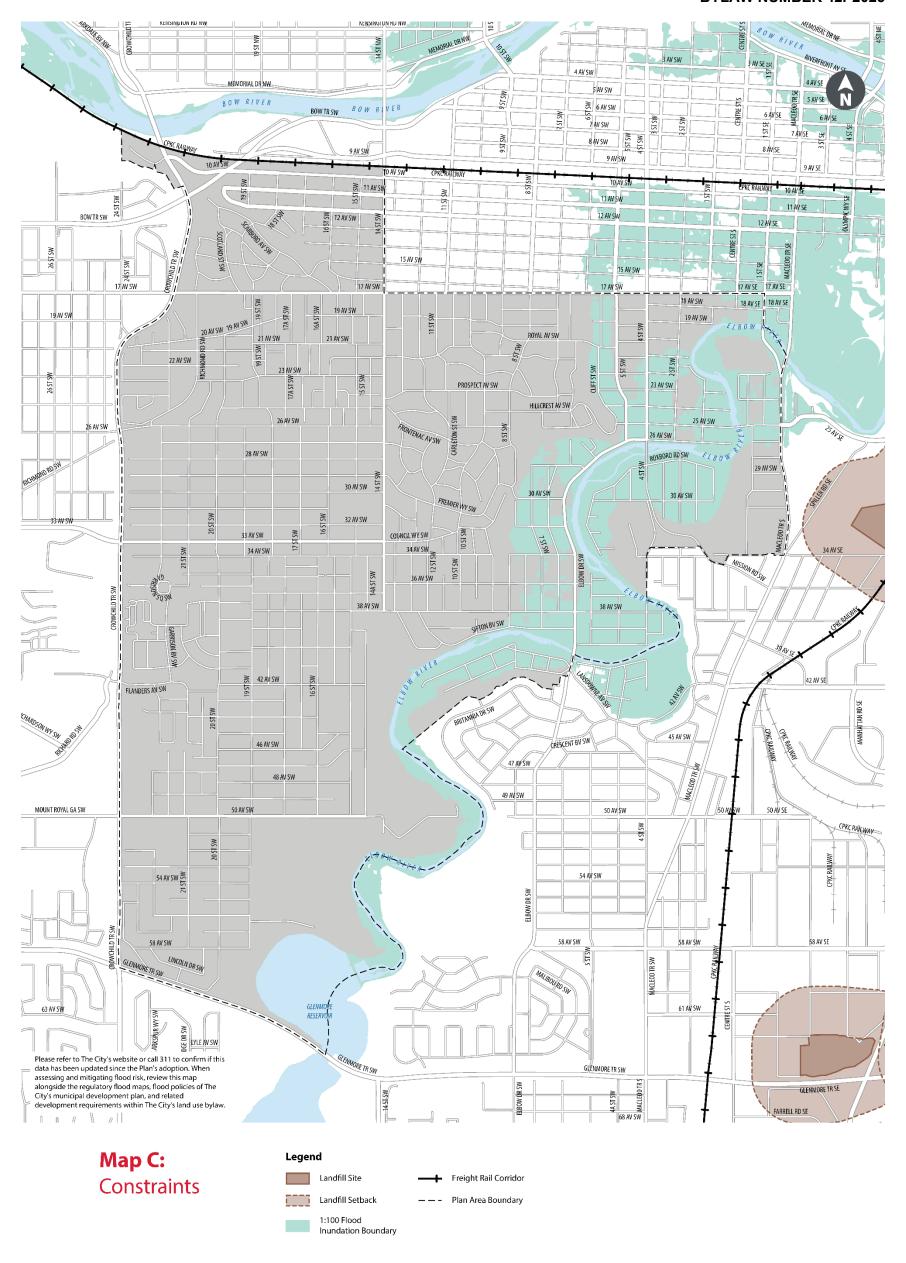
This constraints map shows the existing Flood Hazard Area zones included within The City's **land use bylaw**. The Government of Alberta has released draft updated Flood Hazard Area maps which reflect the latest understanding of flood risk across the province, including Calgary. Flood hazard areas are not shown on the draft updated map for the Elbow River, downstream of the Glenmore Dam. Flows are currently being re-assessed to include the effect of the Springbank Off-stream Reservoir (SR1), which will be operational in 2025. The flood mitigation provided by SR1 will have a significant impact on 1:100 flood flows along the Elbow River. It will also reduce flood flows in Calgary on the Bow River downstream of the confluence with the Elbow River, but there will be less impact on the Bow than on the Elbow. The potential impacts of SR1 on a wide range of flood flows are being currently assessed and will be reflected in flood maps when the reservoir is operational. We can estimate, however, that with SR1, a 1:100 flood will look more like the current 1:5 flood map.

There will still be risks that exist in the Elbow River Valley with SR1 in place. As such, some regulation will still be required to ensure these risks are adequately addressed in development planning and building design. Potential risks include:

- Risk of a larger flood than both the SR1 and the Glenmore Reservoir can handle
- Risk of increasing flood flows due to our changing climate
- Risk of high groundwater in the river valley due to high river levels during and after flood events

Until the new Flood Hazard Area maps are finalized and City of Calgary policies and bylaws have been updated, development applications will continue to be assessed according to existing regulations. The City also considers information from the draft updated Flood Hazard Area map to provide advisory comments for further resilience. As always, applicants may draw on additional information in support of their applications.

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# **Appendix D:** Additional Historical Information

### Major roads

#### 4 Street SW

As part of a section line between the Oblate property to the east (the future Mission district) and the CPR property to the west (the future Cliff Bungalow), 4 Street SW became a significant road with a mixed commercial-residential use and a streetcar line constructed in 1909 as far south as 23 Avenue SW. The Mission subdivision named this street as Broadway.

#### 14 Street SW

As a section line, 14 Street SW held a certain significance, but its abrupt end at the Bow River before the construction of Mewata Bridge in 1954 limited its utility as a major transportation artery. Construction of a streetcar line up the hill around 1909, and then the addition of the South Calgary streetcar loop by 1912, added to its significance as a transit corridor. Commercial districts developed on the west side of 14 Street SW in the blocks adjacent to 26 Avenue SW (where the streetcar turned west) and, later, at 34 Avenue SW.

#### 17 Avenue SW

17 Avenue SW was a section line which served as Calgary's original southern boundary (between 6 Street SE and 14 Street SW) beginning in 1884 and doubled as the highway to Springbank. As Calgary pushed westward through annexation, 17 Avenue SW extended west to the present Crowchild Trail SW in 1907. The Belt Line streetcar route (the namesake for Beltline, an historic district north of 17 Avenue) was constructed west along 17 Avenue SW to 14 Street SW in 1909.

#### Crowchild Trail SW

Crowchild Trail SW, formerly 24 Street SW, also began as a section line that functioned briefly as the western city limit from 1907 to 1910. It developed by the 1950s as a residential street with some commercial development, and it led south to Currie Barracks, the military base built along 24 Street SW in the early 1930s. It was refashioned as a freeway in 1965-67 and named for Chief David Crowchild of the Tsuut'ina Nation, who was present at its dedication.

### Macleod Trail S

Macleod Trail S, as it passes along the eastern edge of the West Elbow Communities, is not part of the historic route of Macleod Trail. Originally part of the Old North Trail, an ancient north-south travel route, Macleod Trail S developed as the road south from Calgary to Fort Macleod. North from 34 Avenue SE, the historic Macleod Trail S skirted Cemetery Hill along its eastern side and followed present-day Spiller Road SE and 8 Street SE north to the Bow River. The street along the east side of the study area was developed before the First World War as Victoria Road, and it led north across the Elbow River to 2 Street SE. In recognition of the centennial of Confederation in 1967, The City renamed streets so that Macleod Trail S would enter the city centre.

#### Richmond Road

The historic South Morley Trail became Richmond Road SW as early as 1910 and provided a link between Calgary and Sarcee Camp, the military training base established on land leased from the Tsuut'ina Nation. In the 1950s, it was considered as a possible truck route. The namesake of Richmond Road SW is unknown.

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#### The Communities

#### Altadore

Once at the edge of the city, Altadore is now considered an inner-city neighbourhood. It is situated between the Elbow River (east) and Garrison Woods (west) and spans from 34 Avenue SW to 50 Avenue SW. The CPR acquired this property in the 1880s and sold it in separate parcels to several developers, with the result that a dozen or more subdivisions were created with complicated road intersections. Altadore was annexed in 1910. Early development generally followed the grid system with large parcels set aside for parks, schools and faith-based uses. Gracery stores, followed by other businesses (including a restaurant and a hardware store) opened along 34 Avenue SW, which was service by a streetcar route from 1912 until 1948. This was part of the South Calgary streetcar loop, which connected Bankview, Mount Royal, South Calgary, and Altadore to the rest of the city via 14 Street SW. The route extended west along 26 Avenue SW, south on 20 Street SW, east on 34 Avenue SW, and then back north along 14 Street SW. In 1948, an electric trolley coach route replaced the streetcar line, and the transit route was shifted one block north to 33 Avenue SW.

Many early homes were one and two-storey houses located on 25-foot lots. Two large nearby projects began in the 1930s: the Glenmore Reservoir, Dam and Waterworks and Currie Barracks. 16 Street SW emerged as the highway to the Glenmore Waterworks, and the extant service station at 3505 16 Street SW opened in 1934. After the Second World War, commercial districts developed further south along 16 Street SW and on 42 Avenue east of 20 Street SW.

In the late 1940s and into the 1950s, new construction typically included one-storey, stucco-bungalows located on 50-foot lots, three-storey apartments, and two-storey retail buildings. River Park, a large public dog park at the southeast portion of the neighbourhood, was created in the 1950s on land donated by Eric L. Harvie, a well-known Calgary lawyer and philanthropist.

Three public schools, Altadore, Clinton Ford, and Dr. Oakley, opened in 1952, 1957, and 1958 respectively, and St. Raymond's Roman Catholic School opened in 1954. St. Raymond's closed in 1980, and the building later housed a French-language cultural centre, then Lycée Louis Pasteur, and, since 1996, Rundle Academy. Clinton Ford closed in the 1980s, and the building has housed the CBE's Alternative High School since 1990. The I.L. Peretz School, a Yiddish-language Jewish school built in 1961, was later repurposed as the Calgary Waldorf School before it was demolished in 2004. Southminster

United Church (now River Park Church) opened in 1956, and Altadore Baptist Church was completed in 1959. The adjacent Baptist Leadership Training School, built in 1962, later became part of the Rundle Academy campus. Altadore's only structure on The City's Inventory of Evaluated Historic Resources, the River Park (Sandy Beach) Pedestrian Bridge, was destroyed in the 2013 floods. The Altadore Community Association was formed by 1958, but by 2011 it had amalgamated with the South Calgary Community Association and was renamed the Marda Loop Communities Association. Early in the 21st century, land-use bylaw changes encouraged increased density on the 50-foot lots, resulting in widespread removal of the 1950s bungalows for newly constructed infill housing.

#### Bankview

In 1905, Irish-born William Nimmons (1824-1919) began to subdivide Bankview from the eastern portion of the 320-acre hillside farm that he and his wife, Isabella, had acquired from the Hudson's Bay Company around 1882. On this property, Nimmons and his family farmed, ranched, operated a market garden with greenhouses, and established a sandstone quarry. The eastern quarter, east of 19 Street SW, became Bankview; the western quarter, which was in Isabella's name, was the site of the quarry and eventually became Knob Hill and Richmond.

Billy Nimmons built the extant Nimmons House, the family's third house on their home quarter, in 1898. He had earlier sold portions of the property, including a parcel between 17 Avenue SW and 21 Avenue SW from 17A Street SW to 19 Street SW. Thomas Chalmers Brainerd, president of the Montreal-based Hamilton Powder Co., bought the parcel in 1886. The site became the Powder Magazine, where ammunition and explosives were stored. Initially, these were surplus materials from the Northwest Resistance of 1885. Later, the Mounted police stored gunpowder here. Ultimately, it was used for storing explosives for nearby sandstone quarries. The Indigenous trail that led from Calgary to the Tsuut'ina Reserve became known at this point as the Gunpowder Trail.

After the subdivision of Bankview, members of the Nimmons family continued to live in the Nimmons house for many years. Nimmons Park in Bankview tells the story of the family and the neighbourhood's beginnings. Successive additions to the original 1905 plan contributed to a complicated pattern of streets and

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intersections. The extension of the streetcar network up the 14 Street SW hill to 26 Avenue SW in 1911, and its quick extension west along 26 Avenue SW in a loop around South Calgary to the south, contributed to Bankview's development into a middle-class residential neighbourhood. Bankview Presbyterian Church (2116 16A Street SW) was built by 1912; in 1927, it amalgamated with Scarboro Avenue Methodist Church to become Scarboro United Church. Bankview had a school at 14 Street SW and 19 Avenue SW by 1914, and, in 1919, Bankview Bungalow School (1919 16A Street SW) opened its doors; it was demolished in 1972. A commercial district developed along 14 Street SW and 17 Avenue SW with Nimmons' own extant. Nimmons Block (1431 17 Avenue SW) at the corner of the two. The Kinema Theatre (1805 14 Street SW), an early cinema that continued operation into the 1950s, stood behind the Nimmons Block, Bankview's eight evaluated historic resources include the Nimmons House, the Nimmons Block, and six houses that represent the neighbourhood's historic development.

#### Cliff Bungalow

This community's site, part of the same land grant to the CPR that includes Upper and Lower Mount Royal, lies east of an escarpment that separates it from the more exclusive hillside neighbourhood to the west. In 1903, the railway company donated a site for the campus of Western Canada College, a prestigious, non-denominational private boarding school that operated until 1926. The campus' First World War cenotaph and the name of College Lane, which borders the campus to the west, perpetuate the college's memory.

In 1905, the CPR subdivided the present neighbourhood as "addition to The City of Calgary." It developed as an upper-middle class neighbourhood with a mixed commercial-residential strip along the streetcar line on 4 Street SW, its eastern boundary. Western Canada College added to the development by subdividing part of its campus in 1912.

The public school board built a wooden cottage school in 1908 and supplemented it with a brick bungalow school in 1920. The cottage school (526 24 Avenue SW) was known as the Twenty-Fourth Avenue School, and the bungalow school (2201 Cliff Street SW) became the Twenty-Second Avenue School. By 1924, the Parent-Teacher Association of both schools began calling itself the Cliff Bungalow PTA. The name was evidently fashioned from elements of the newer school's building type and its street address. In 1925, the extant bungalow school became Cliff Bungalow School, and the neighbourhood itself eventually adopted the name.

Cliff Bungalow School is one of 25 evaluated historic resources that tell the neighbourhood's story. Others include the contemporaneous Holy Angels School, an early separate school in the city, and Western Canada High School, a Collegiate Gothic structure built in 1928 and expanded in 1958 on the site of Western Canada College.

Also included are the Mission Bridge (a 1915 structure that contributed significantly to The City's transportation network), the Himmelman Boathouse (a boat-building workshop built in 1926 that housed an unusual function for a prairie city), and the Tivoli Theatre (an Art Moderne cinema that was subdivided into commercial storefronts in the 1990s). Some of the larger homes in the neighbourhood were eventually converted into apartment buildings, while other historic homes were demolished and replaced by apartments and office buildings. The community association was formed in 1978, and in 1990, it became the Cliff Bungalow-Mission Community Association.

#### Elbow Park

While it has been a singular neighbourhood for most of its history, Elbow Park began as three separate subdivisions: Elbow Park; Glencoe; and Rosevale. Multiple landowners were involved, but all three subdivisions were developed by Calgary's most successful real estate promoter in its pre-First World War period, Frederick Charles Lowes (1880-1950).

Lowes came to Calgary in 1902 from Brampton, Ontario to represent the Canada Life Assurance Company. His first real estate venture was Elbow Park, which was subdivided in 1906, before the area was annexed to Calgary the following year. Colin George Ross owned this property, which lay south of the section line that is now 34 Avenue SW. To the north, Lowes subdivided Glencoe in 1907 on land that belonged to contractor James Gordon Edgar (between 29 Avenue SW and 30 Avenue SW, from the Elbow River west to 8 Street SW). In 1909, Lowes filled in the space between Elbow Park and Glencoe (from 30 Avenue SW to 34 Avenue SW) with Rosevale, a subdivision on land owned by rancher Felix McHugh. North of Glencoe, Alderman James Hay Garden (1881-1945), a building contractor, subdivided and marketed Garden Crescent in 1911; this added to the area that became present-day Elbow Park. Before all of these areas were developed, land-uses included grazing for cattle and horses, polo-playing, and golfing (the Briggs Ranch in Elbow Park was the site of the Calgary Golf and Country Club until 1910).

Lowes and his partners conceived Elbow Park, Glencoe, and Rosevale as upper-class, exclusive areas for well-off,

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established professionals and their families. Lowes' role in these projects was that of promoter and land broker, and he also built and sold a small number of houses. His own fine residence, which he named Lowestoft, stood at 3034 Elbow Drive SW from 1910 until it was demolished in 1965 for road-widening. Some larger lots were subdivided, however, and smaller homes were built on them.

The Calgary Municipal Railway extended its White Line streetcar to the area in 1910, first to 30 Avenue SW and eventually to Sifton Boulevard SW. (In the 1940s, the streetcar route was replaced by the No. 3 transit route, which was served by electric trolley coaches until the mid-1970s and by buses since that time.) The public school board opened Elbow Park Cottage School in 1911, and, in 1917, the building was relocated to 3636 7 Street SW. By 1925, residents had formed the Elbow Park Ratepayers' Association, which petitioned The City successfully for a new elementary school; it opened in 1926 as Elbow Park Elementary School.

In 1914, The City set aside the Elbow Park Swimming Pool Grounds along the riverbank in Glencoe and built a changing room structure that year. Nearly a decade later, in 1923, the Parks Department established the three-acre Elbow Boulevard Park to the south, Lowes' house, Lowestoft, stood between the two municipal recreation areas. In time, The Parks Department added a playground, water fountains, a riverbank walking trail, and a concrete checkerboard to the swimming area. The department also supplied a caretaker and a watchman (presumably acting as a lifeguard). Eventually, The City shifted its resources to municipal swimming pools; supervision and the provision of the dressing room at this site ended, and the dressing room became Parks Department storage. Demolition of Lowestoft allowed The City to connect the park and the swimming area, which together were renamed J.H. Woods Park (3016 Elbow Park SW). The park was named for Colonel James Hossack Woods (1867-1941), publisher of the Calgary Herald and a resident of East Elbow Park. Woods had provided financial support for the park's development in the 1920s. The former dressing-room structure remains extant and is visible from Elbow Drive SW.

Lowes was deeply affected, both financially and personally, by the collapse of the real estate boom in 1913. He and his wife had moved out of Lowestoft long before it became the campus of Tweedsmuir School for Girls in 1959. The school moved to the former Elbow Park Cottage School before Lowestoft was demolished.

Elbow Park's 34 evaluated historic resources include Christ Church (3602 8 Street SW), a 1912 Gothic Revival building, the Elbow Park Swimming Pool and Grounds between Elbow Drive SW and the Elbow River, Garden Crescent SW (a leafy cul-de-sac lined by homes), and many extant historic houses. Elbow Park School (721 38 Avenue SW), a Tudor Revival brick structure built in 1926, was heavily damaged in the 2013 floods and was subsequently demolished. The main façade was retained and incorporated into the new school building on the site. South Mount Royal School (1216 36 Avenue SW), a public elementary school, opened in 1954 and was quickly renamed William Reid School. St. Patrick's School, a separate school, opened in 1958 and has since been demolished.

#### Frlton

The homestead land that the Oblates of Mary Immaculate had acquired in the early 1880s to develop Mission extended into Erlton. Paul Faillon (also spelled variously as Fagnant or Faillant), a Métis homesteader, farmed on part of the present neighbourhood. Erlton includes the portion of Cemetery Hill west of Macleod Trail S, and the three cemeteries located there; a mixed residential/commercial area on the north slope of cemetery hill and on the flats to the north; Lindsay Park (the former Canadian Northern Railway/Canadian National Railway yards); and a mixed residential/commercial district south of Cemetery Hill and west of Macleod Trail S.

Lindsay Park is named for Dr. Neville James Lindsay, the pioneer physician and surgeon whose never-completed mansion remains extant in Rideau Park as Lindsay's Folly. He owned the future park site and had intended to develop it as the residential district of Park View. but the collapse of Calgary's real estate boom in 1913 ended the project. Lindsay Park became the Canadian Northern Railway yards when the railway completed its Edmonton to Calgary branch in 1914. Within a few years, the railway was nationalized and amalgamated into the government-owned Canadian National Railways (CNR). Passenger service continued until 1971, and freight service lasted until 1979, Meanwhile, the CNR considered development projects for its rail yards, ranging from an educational park for use by both school boards to a commercial/residential high-rise complex. But the site's future was complicated by its divided ownership between The City and the CNR. After a decade of negotiations, The City acquired the CNR's portion in 1979. Lindsay Park was considered as a site for the proposed coliseum that was ultimately built in Stampede Park as the Saddledome. In 1980, it was chosen as the location of a sports complex that opened in 1983 as the Lindsay Park Sports Centre (2225 Macleod Trail S). It was completed in time for its use in the 1983 Western Canada Summer Games held in Calgary. The combined aquatic centre and field house,

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designed by the Chandler Kennedy Architectural Group, was clad in translucent fabric held in place by steel cables connected to an arch structure. The facility was expanded in 2004, and the new fitness centre was named the Dr. Neville Lindsay Sport Wellness Centre.

The original portion of the complex closed for nearly a year in 2010-11 when it was upgraded, and its roof was replaced. In 2002, Talisman Energy became the naming sponsor, and the complex was renamed the Talisman Centre. It was again renamed in 2015, becoming the Repsol Centre, after Madrid-based Repsol, an energy and petrochemical firm, acquired Talisman. In 2022, the complex became the MNP Community & Sport Centre when MNP, a Calgary-based consulting firm formerly known as Meyers Norris Perry, became the new naming sponsor.

St. Mary's Cemetery (now St. Mary's Pioneer Cemetery) was removed in 1898 from its original 1876 location in Mission (just south of the Holy Cross Hospital site) to its hilltop position on Cemetery Hill. St. Mary's Cemetery has expanded considerably since then. The Jewish community established the Chevra Kadisha cemetery in 1904, and the Chinese Cemetery began in 1908. These cemeteries comprise the three evaluated historic resources in Erlton. Nearby Union and Burnsland cemeteries are situated in Manchester Industrial, outside of the study area.

In 1921, an Erlton resident discovered the remains of an unidentified Indigenous woman under his garden on the north slope of Cemetery Hill. Dr. Cecil S. Mahood, Calgary's medical officer of health at the time, examined the remains and estimated that she had been buried some 25 years earlier. Final disposition of the remains is unknown. Decades later, archaeologist Brian Vivian judged that she was more likely buried between the 1820s and Treaty 7 in 1877. There are several such burials documented in the Calgary area, and they were unusual for their time.

The Oblates sold 22 acres in the northern portion of the property in 1891 to Caleb Henry Jacques. Unlike his brother, well-known Calgary jeweller and businessman George E. Jacques, Caleb did not stay long in Calgary. In 1910, Caleb partnered with Calgary businessmen Robert John Hutchings and Frederick G. Marwood to survey and subdivide "Earlton," which was eventually renamed Erlton. From the start, it was serviced by the streetcar line that led along 2 Street SE past the Exhibition Grounds (now Stampede Park) to the streetcar barns at the south end of the grounds. Erlton developed as a residential district. The Erlton Cottage School (at 28 Avenue and 2 Street SE) opened in 1911, and it was demolished in 1962. That year, it was replaced by the extant former Erlton Elementary School (234 28 Avenue

SE). By 1981, it had only 19 students, making it the school with the lowest enrolment in Calgary.

Erlton also included St. George's Anglican Church and a business district along 2 Street SE (now Macleod Trail S). The Marwood Block, with its two storefronts and apartments above, stood at the corner of Macleod Trail S and 25 Avenue SE from 1915 until it was demolished around 2010. In 1943, Calgary's longtime parks superintendent, William Reader, suffered a fatal heart attack in the building's Shamrock Grocery and was pronounced dead on arrival at the nearby Holy Cross Hospital. The store was kitty-corner to Reader Rock Garden, which Reader had developed over many years.

#### Garrison Woods

As with Altadore to the east, the CPR sold this property in separate parcels, which led to multiple subdivisions during the pre-First World War boom; none were successful. Erich Brackmann, a market gardener from Germany, established a dairy farm at the south end of this district. A slough on the property, known locally as Brackie's slough, became a popular skating pond each winter. Flanders Park (4220 Passchendaele Road SW) now stands on the site as a remnant of this early dairy farm.

During the Second World War, this area became the venue for the Salvation Army Hut, a hospitality centre for service men and women. After the war, it became the original home to Currie School, a public elementary school provided for children of military families.

In the years following the war, the federal government began developing Permanent Married Quarters for married servicemen adjacent to Canadian army bases in Canada and abroad. Beginning in 1948, the Department of National Defence built a neighbourhood of homes, schools, chapels, and community facilities; the neighbourhood became known as the Currie Permanent Married Quarters (PMQs). The houses were laid out on curved streets that oriented the fronts of houses facing each other across a green space, with the backs of the houses facing the road. Streets were named for battle honours of Lord Strathcona's Horse (Royal Canadians), Princess Patricia's Canadian Light Infantry, and the Queen's Own Rifles of Canada. Currie Elementary school moved into its purpose-built campus in 1952, and the Currie Junior High School (later renamed Sir Samuel Steele Junior High School) opened immediately to the north in 1957. The junior high closed in the late 1980s, and the building was repurposed and dedicated in 1990 as the Museum of the Regiments (later renamed the Military Museums of Calgary). Currie Elementary closed in 1997, and the building was sold to Master's Academy, a private Christian school

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Canadian Forces Base Calgary (the successor to Currie Barracks) closed in the late 1990s. Both the base itself and the Currie PMQs were redeveloped by the Canada Lands Corporation, the federal government's real estate concern. The Currie PMQs site was redeveloped as Garrison Woods. Many of the military houses were refurbished and relocated in a denser pattern. The streets were realigned but kept their historic names.

#### Glenmore Park

This district, annexed in 1956, also includes a natural area along its eastern edge, the river flats below, and, to the west, a plain where the Glenmore Water Treatment Plant, Glenmore Athletic Park, and park pathways are situated.

Tipi rings and evidence of an encampment identified in 1970 remain as evidence of prior Indigenous inhabitation in this area.

The Glenmore reservoir was part of the Elbow River valley before the Glenmore Dam, Reservoir, and Water Treatment Plant were constructed in 1930-33. Even before it was completed, the system proved its worth in June 1932 when the Elbow River flooded; the empty reservoir filled to within 18 inches of its crest in the space of two days.

Initially, the area around the reservoir was off-limits to visitors. During the Second World War, the newly formed Calgary Mounted Constabulary, comprising volunteers too old for military service, patrolled the reservoir and water treatment plant on horseback to guard against enemy sabotage. It remained so after Calgary annexed the area. During the Cold War, the waterworks superintendent was included in Calgary's civil defence organization, again recognizing the security consideration of the city's water supply. By the 1950s, Calgary Power (the forerunner of TransAlta Utilities) built a sub-station at 14 Street SW and 50 Avenue SW by 1956. to supply power to the water treatment plant and to Altadore and South Calgary, In June 1956, an explosion and electrical fire disabled the facility; the water treatment plant temporarily switched to auxiliary power. This facility is evidently now Enmax Sub-station No. 10. An electrical auxiliary facility (1704 50 Avenue SW) was added at an unknown date.

Park development began in the early 1960s in the context of suburbanization. At the same time that the Glenmore Causeway was under construction, The City developed Glenmore Athletic Park (5300 19 Street SW), a project that included the Glenmore Arena, Calgary's first indoor artificial ice arena. The facility was renamed Stu Peppard Arena in 1984. The City added the indoor Glenmore Pool in 1972. Safety City (1717 50 Avenue SW), a traffic safety training facility for children operated by

the Calgary Safety Council, opened in 1976. The facility was developed by the South Calgary Rotary Club as a Century Calgary project. Emily Follensbee School (5139 14 Street SW), a school for students with developmental disabilities, opened in 1964.

#### Lower Mount Royal

Lower Mount Royal comprises the narrow strip of land between 17 Avenue SW and the Mount Royal hill to the south (south of Cameron Avenue SW and Royal Avenue SW) from 7 Street SW west to 14 Street SW. It began as part of the same 1905 CPR subdivision as Cliff Bungalow, and it developed as a residential neighbourhood after the 1907 annexation extended the municipal limits across 17 Avenue SW. As part of the "Belt Line" streetcar route that commenced operation in 1909, the 17 Avenue SW portion of this district quickly took on a commercial character. The district's nine evaluated historic resources include the Anderson Apartments (804-18 Avenue SW), a six-storey brick landmark that exemplifies luxury apartment living in 1912 Calgary, and the Bank of Nova Scotia, West End Branch (1429 17 Avenue SW), a classical revival bank building on a highly visible corner. The Calgary Tennis Club maintained its tennis courts in Lower Mount Royal early in the 20th century. The Prairie Dog Inn (823 17 Avenue SW) was a landmark business in the 1950s and 1960s and a gathering place for the artists' community in the area. The building was demolished in 2023.

#### Mission

The Mission district is named for the Roman Catholic mission established here in the 1870s. The early population was largely Métis, later joined by settlers of French-Canadian and Irish origin. Mission was a separate village named Rouleauville from 1899 until it was annexed to Calgary in 1907.

Calgary was always the larger community, and it grew more quickly. By the time Rouleauville became a village in 1899, Calgary had already been incorporated as a city. Rouleauville's boundaries extended from 17 Avenue SE/SW (which was known in Rouleauville as Notre Dame Road) south to 26 Avenue SW (Legal Street), and from present-day Macleod Trail S west to 4 Street SW (known in Rouleauville as Broadway). Street names in Rouleauville reflected the community's Roman Catholic heritage. In the 1990s, dual signage returned those street names to the public's consciousness.

Rouleauville was named for the Quebec-born Rouleau brothers, two of its most prominent settlers. Justice Charles Borromée Rouleau was a member of the Supreme Court of the North-West Territories (NWT),

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the territorial Legislative Council, and the Territorial Board of Education. Dr. Edouard-Hector Rouleau (1843-1912) was the staff doctor at the Holy Cross Hospital, which opened in 1892, three years before Calgary's first purpose-built hospital facility, the second Calgary General Hospital (now the Rundle Ruins in Stampede Park), was completed. Dr. Rouleau twice served as chair of what is now the Calgary Catholic School District. He was the founding president of the local St. Jean-Baptiste Society, and he served as the Belgian consul for the NWT.

Catholics of both Irish and French-speaking origin lived in Rouleauville, and its first overseer (the equivalent of mayor or reeve) was John Pascoe Jermy Jephson (1855-1923), a Cambridge-educated Protestant. By 1905, talks were already underway for the village's annexation to its larger neighbour, and The City absorbed Rouleauville in 1907. Historical panels in Rouleauville Square (197 17 Avenue SW), which was developed by the Calgary Parks Foundation, interpret Rouleauville's story. The City closed 1 Street SW between 17 Avenue and 18 Avenue SW to create the park, which opened in 1996.

Mission developed as a residential neighbourhood with a mixed commercial-residential street (4 Street SW), a strong Roman Catholic institutional presence, and a rare function within the city as the site of a passenger railway station. The 26 evaluated historic resources in Mission tell the neighbourhood's story. The Rouleau House, a two-storey wooden home built in 1885, was once home to Dr. Edouard-Hector Rouleau. The stone mansion that belonged to his brother, Judge C.B. Rouleau, has been replaced by the Athlone Apartments, an Art Moderne apartment house that represented luxury living when it was built in 1940. Commercial buildings like the Young Block and the Wright Block, both built in 1912, represent commercial development along 4 Street SW. The former Holy Cross Hospital, an extant 1928 structure that once housed a hospital founded in 1892, represents past Roman Catholic institutional life, while the sandstone Sacred Heart Convent (built in 1924) and St. Mary's Cathedral (completed in 1957) represent the contemporary significance of Roman Catholic life in Mission, Both the convent and the cathedral are newer. buildings housing institutions first established in the 19th century, The original 1909 St. Mary's School has been demolished, but three Catholic schools, Our Lady of Lourdes (built on the site of St. Mary's), St. Monica's, and St. Mary's High School, all serve the historic function.

The extant Nat Christie Centre, which houses the studios and administrative offices of Alberta Ballet, was built in 1905 as St. Mary's Parish Hall and then functioned from 1916 until the 1970s as a railway station. It was initially the terminus of the Canadian Northern Railway's branch lines from Edmonton and Saskatoon, and then

the terminus for Canadian National Railways after the short-lived Canadian Northern was nationalized and amalgamated with other railway companies. The former House of Israel building, built in 1930 as the city's Jewish community centre, was converted to condominiums and remains extant. The adjacent Shaarey Tzedec Synagogue, a mid-century modern structure completed in 1960, was demolished in 2014 but is recalled on site through interpretive signage. The Mission District Community Association was incorporated in 1980 but became inactive within a few years. In 1990, the 12-year-old Cliff Bungalow Community Association extended its function to Mission and was renamed the Cliff Bungalow-Mission Community Association.

Mission is the birthplace of the Alberta Children's Hospital, which first opened in 1922 as the Red Cross Crippled Children's Hospital in the extant house at 522 18 Avenue SW. The hospital moved in 1929 to a larger rented house in Upper Mount Royal and to a purpose-built facility in Richmond in 1952.

#### North Glenmore Park

North Glenmore Park lay outside of the city limits until 1956. It lies within the west half of Section 32-23-1-W5M. The area north of 58 Avenue SW was part of the northwest quarter, which Joseph Maw (1854-1916) acquired in 1889. The area south of 58 Avenue SW was in the southwest quarter granted to William Bell Irving, and it later became part of the Isaac Robinson estate.

The neighbourhood was developed in 1958–59 as the residential subdivision of Lincoln Park. The name was a legacy of the Royal Canadian Air Force base of that name established in the area decades earlier. The neighbourhood was renamed North Glenmore at an unknown later date. The community hall (2231 Longridge Drive SW) was built by 1963 as the Lakeview Community Hall, and it was renamed the North Glenmore Park Community Hall in 1964. The neighbourhood is bisected by Glenmore Trail SW, but the southern portion lies outside of the Plan area.

The first school built in the neighbourhood was St. James (2227 58 Avenue SW), a Roman Catholic elementary and junior high school that opened in 1962. Until the late 1960s, the nearest public high school was Viscount Bennett (2519 Richmond Road SW) in Richmond (west of present-day Crowchild Trail SW, and therefore outside of the study area). Lord Shaughnessy High School opened in 1967, and Central Memorial High School (5111 21 Street SW), which continues the honours and traditions of Calgary's first public high school (Central High School), opened in 1968. Lord Shaughnessy later closed, and its campus

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became the Calgary Board of Education's Career and Technology Centre.

St. James Catholic Church (5504 20 Street SW), an Expressionist-style building constructed in 1966, is North Glenmore Park's only evaluated historic resource on The City's inventory. According to the inventory, the church is "an excellent example of Expressionist-style architecture with it sweeping raw and ribbed concrete steeple with punctured cruciform and raised copper oculus. It is a rare and intact example in Calgary."

Two commercial areas developed at opposite ends of the neighbourhood. Lincoln Park Shopping Centre (2439 54 Avenue SW), a strip mall, opened in 1960 with 14 stores. The anchor business was a branch of Jenkins Groceteria, a Calgary-based supermarket chain, in a stand-alone building. Another original business was the Silver Star Drive-In Restaurant, a drive-in with curb service that included a dairy bar and Chinese food. The owners were Laing Wong and Pauline Wong, who lived in the neighbourhood at 2015 Langford Avenue SW. The Royal Canadian Legion located its Branch 276 in the mall by 1971. The mall was renamed Crowchild Corner Centre around 1975. In the late 1960s or early 1970s, a strip mall and apartment complex was built at 2104 through to 2114 54 Avenue SW.

#### Richmond

Present-day Richmond comprises the west half of Section 8, which was granted to the HBC in the early 1880s, and part of the east half of Section 7-24-2-W5M to the west. Crowchild Trail SW, the historic 24 Street SW, separates the two portions of the neighbourhood. The portion east of Crowchild Trail SW was annexed in 1907 and lies within the study area. West of Crowchild, the remainder of Richmond was annexed 1910 and is included in the Westbrook Communities. In the 1960s, 24 Street SW was developed into the Crowchild Trail SW freeway. Crowchild jogs east of the old 24 Street SW at HMCS Tecumseh, which places the naval training base outside of the study area.

In 1882, the HBC sold the north half of the section to William and Isabella Nimmons. William held the title to the northeast quarter, which later became Bankview. Isabella held the title to the northwest quarter, which became the north half of Richmond (i.e., the portion of Richmond within the study area). The Nimmons operated a farm and ranch, a garden, and a sandstone quarry in this area. Isabella subdivided this land incrementally between 1906 and 1910 for residential development, beginning with the Knob Hill subdivision at the eastern edge of this quarter. George Thomas Callendar Robinson purchased the south half

of Section 8 and subdivided it in 1906. The eastern half of Robinson's subdivision became South Calgary, while the western half became the south half of Richmond (i.e., the portion of Richmond within the study area). William Oliver continued to operate the sandstone quarry until it was shut down in 1915.

Richmond was only lightly developed before the 1950s, when more intensive construction of homes, mostly single-storey bungalows, began. Commercial development took place along 17 Avenue SW, 33 Avenue SW, and, to a limited extent, on 26 Avenue SW. In 1952, the new, purpose-built Red Cross Crippled Children's Hospital (1820 Richmond Road SW) opened. The hospital begun in 1922 in a rented house in Mission, and it moved to larger rented quarters in Upper Mount Royal in 1929. The institution was renamed the Alberta Crippled Children's Hospital in 1958, and the name was later modified to Alberta Children's Hospital. The hospital's Child Health Centre, a modern wing on its west side, opened in 1981. The hospital relocated to a newer facility in the University District in 2006.

The public school board opened Richmond School in 1950 and Knob Hill Elementary (2036 20 Avenue SW) in 1959. (Knob Hill closed in 2004, and it later became a campus of the Calgary Arts Academy, a public charter school.) The separate school district opened its four-classroom Knob Hill School in 1952 and replaced it in 1953 with St. Charles School (2412 24 Street SW, now 2445 23 Avenue SW), which later became the campus of Rundle College Primary and then North Point School for Boys.

#### Rideau Park

Frederick Lowes developed Rideau Park along similar upper-middle class lines as Elbow Park before the First World War. The Elbow River forms Rideau Park's north, west, and south boundaries as it curves, Rideau Road SW frames the district to the north and west. To the south, development ends at 33 Avenue SW, where Rideau Road SW terminates, and the Elbow River pathway begins. This cycling and pedestrian path follows the river through a natural wooded area and out of the district. A fork leads up the Mission Hill escarpment past Lindsay's Folly, the ruins of a never-completed sandstone mansion begun in 1913 for Dr. Neville James Lindsay (1845-1925), a pioneer physician and surgeon who, among other appointments, served as a government-appointed physician to the Siksika, Stoney, and Tsuut'ina reserves and to Indigenous schools in the Calgary area, Dr. Lindsay retired from medicine in 1908 and became a real estate developer, and he owned the site of present-day Lindsay Park. which is named for him. He suffered financially when

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Calgary's real estate boom collapsed in 1913, and work on his sandstone mansion ceased. Its distinctive entrance arches remained in place until 1955.

At the hill's plateau, the last-developed part of Rideau Park, lies the Southern Alberta Memorial Building, dedicated during Alberta's golden jubilee year in 1955. The hand-hewn log structure was built using construction technology that was already antiquated. By contrast, nearby Rideau Towers, a collection of highly visible luxury apartment blocks built in 1953-54, applied the latest in pre-cast concrete technology. Rideau Park's five evaluated historic resources include the Sara Scout Hall (609 Rideau Road SW), a Vernacular-style Boy Scout Hall from 1927, and Rideau Elementary and Junior High School, a Collegiate Gothic building from 1930 (829 Rideau Road SW), as well as Lindsay's Folly (3625 4 Street SW), Rideau Towers (3204 Rideau Place SW), and the Southern Alberta Pioneers' Memorial Building (3625 4 Street SW).

#### Roxboro

Fourth Street SW cuts across the Mission Hill, separating Rideau Park from its eastern neighbour, Roxboro. Originally called Roxborough Place, it was another Freddie Lowes project, one that he hoped would rival Mount Royal in its lavishness. In 1912, Lowes spent more than \$50,000 to wash away part of the hillside using hydraulic pumping equipment in order to level the river flats below with the washed-away soil. He planned a district with large lots, wide boulevards and palatial homes. But Lowes had overreached, and after the crash of 1913 he descended into bankruptcy. Roxborough Place never developed as Lowes imagined. In the early 1920s it became Roxboro, a district of upper middle-class homes.

#### Scarboro

Like Upper Mount Royal, Scarboro was a creation of the CPR. It lies within Section 17, which the railway company acquired in 1901-02, and which lay outside the city limits until 1907. In the 19th century, Calgarians crossed through this area along the historic Morley Trail to get to Shaganappi Point, the site of a Protestant cemetery that was established in Section 18 to the west in 1885. Burials ceased in 1890, when land for present-day Union Cemetery was acquired, and many of the graves were moved to the new cemetery in 1892. The remaining graves were relocated in 1911, and the old cemetery became Shaganappi Golf Course in 1915. Newspaper accounts point to recreational use of this area, including a day of horse racing and betting in 1890 and a Literary Society picnic in 1895. The racing event attracted

Indigenous, Metis, and white spectators, including both men and women.

Members of the Tsuut'ina Nation encamped on the future Scarboro site, a high ground with a commanding view, where they gathered for treaty payment or to work in Calgary. In a 1953 Calgary Herald interview, Kathleen McCloy (née Nimmons, 1891-1975) recalled seeing such encampments from her home, the extant Nimmons House (1827 14 Street SW). She remembered that some of the Tsuut'ina visited the house and had meals there. "At the end of the camp," wrote the Herald's Dorothy Wardle, anyone "who had died while there, were buried on the camp site." Earlier that year, during excavation for a storm sewer on Scarboro Avenue SW, public works employees uncovered the remains of two Indigenous people who had been buried separately; the graves were accompanied by cultural objects. Dr. George Johnson, the city coroner, examined the remains of both individuals and estimated that they had been buried 60 years earlier. That these individuals were buried in the ground without coffins suggests that they were buried between 1850 and 1900, reflecting changes in Indigenous burial traditions. The final disposition of the remains is unknown.

Industrial use, specifically sandstone quarrying, predated residential development. Early in the 20th century, partners William McCombie Gilbert, John Bone, and William Oliver operated a sandstone quarry in a north-south gulley west of present-day Summit Street SW. When it closed in 1915, Oliver's Quarry, as it had become known, was the last of some two-dozen quarries that operated within the present city limits over a 30-year period. Even then, Calgary was known as the Sandstone City. Of the many public and private sandstone buildings in Calgary constructed in those years, or those that included sandstone in their construction, several examples remain extant in the West Flbow Communities. These include:

- Nimmons House (1827 14 Street SW), Bankview
- Treend Residence (1933 5 Street SW), Cliff Bungalow
- Baird (Miller) Residence (635 29 Avenue SW), Elbow Park
- Butters Residence (637 29 Avenue SW), Elbow Park
- Colonel Sanders Residence (3014 Glencoe Road SW), Elbow Park
- Crawford Residence (636 Elbow Drive SW), Elbow Park
- Millican Residence (3015 Glencoe Road SW), Elbow Park

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- Quirk House (3018 Glencoe Road SW), Elbow Park
- Robert and Mary Taylor Residence (3423 Elbow Drive SW), Elbow Park
- St. Mary's Cemetery gate (3303 Erlton Street SW), Erlton
- · Nat Christie Centre (141 18 Avenue SW), Mission
- Sacred Heart Convent (225 19 Avenue SW), Mission
- Graham Residence (220 Scarboro Avenue SW), Scarboro
- McCormick House (228 Scarboro Avenue SW), Scarboro
- Sunalta Elementary & Junior High School (536 Sonora Avenue SW), Scarboro
- James and Louie Taylor Residence (1736 32 Avenue SW), South Calgary
- cSpace (former King Edward School, 1721 29 Avenue SW), South Calgary
- Dick House (2211 7 Street SW), Upper Mount Royal
- McClelland Residence (1919 11 Street SW), Upper Mount Royal
- McLaws Residence (2205 Amherst Street SW), Upper Mount Royal
- R.B. Bennett House (802 Prospect Avenue SW), Upper Mount Royal
- Stringer House (2003 8 Street SW), Upper Mount Royal
- · Others have been demolished, including:
- Powder Magazine, Bankview
- Castel-aux-Pres (Justice Charles-Borromée Rouleau's residence, 342 19 Avenue SW), Mission
- St. Mary's Church (the original Roman Catholic cathedral), Mission
- · Lindsay's Folly (3625 4 Street SW), Rideau Park
- Earl Grey School (845 Hillcrest Avenue SW), Upper Mount Royal
- Mount Royal School (2250 14 Street SW), Upper Mount Royal

The development of Crowchild Trail in the 1960s destroyed the gulley and the quarry's remnants, and it bisected the Scarboro neighbourhood, which the CPR had developed before the First World War. The portion of Scarboro west of the freeway became Scarboro/Sunalta West.

Just as it had done in Upper Mount Royal, the CPR developed Scarboro consistent with City Beautiful and Garden Suburb concepts, with the Olmsted Brothers firm as consultants. Despite the neighbourhood's R-1 (Single Detached Residential) zoning, a small number of commercial functions and services emerged on the strip along 17 Avenue SW. The sole purpose-built commercial structure in the neighbourhood was the Scarboro Confectionery, a small wooden storefront building at 1716 17 Avenue SW. Its original occupant in 1911, a dry goods store, belonged to Irish immigrant Elizabeth Steen (née Stephenson, 1863-1952). Later occupants included several women in business. Two houses along 17 Avenue SW (1728 and 2126) were converted to commercial use between the 1950s and the 1970s. Conversely, the former Fire Hall No. 5 (1629 Scotland Street SW), which became the Scarboro Health Unit after a new Fire Hall opened in South Calgary in 1952, has since been converted into a residence. The building began in 1914 as the home of the superintendent at the South Calgary Reservoir in Killarney before it was moved to Scarboro in the 1920s for use as a fire hall. The former Bankview Methodist Church (1706 17 Avenue SW), built in 1912, was demolished and replaced by the Chevra Kadisha (Jewish Burial Society) Chapel in 1961. This Modern structure was itself demolished around 2017 and replaced by Scarboro 17, a 52-unit condominium and townhome complex.

Scarboro's 21 evaluated historic resources include the sandstone Sunalta School, the Tudor Revivalstyle Scarboro United Church built in 1929, parks and boulevards, and many homes.

#### South Calgary

South Calgary occupies a half-section of land between 26 and 34 Avenues SW from 14 Street SW west to Crowchild Trail SW. It was part of a land grant to the HBC, and Calgary businessman G.T.C. Robinson subdivided the area into a residential district in 1906, and it was annexed in 1907. The City's new streetcar network reached the area in 1912 and encircled it the following year within its South Calgary loop. The neighbourhood was initially defined by a grid pattern of streets and avenues, detached homes on 25-foot lots, and churches and corner stores. An early business district developed along 14 Street SW south from 26 Avenue SW, exemplified by the extant Summers Block. The former Hillside Grocery (2718 17 Street SW), established in 1912, remains extant as a functioning corner grocery store.

Before the construction of Currie Barracks to the west in the mid-1930s, members of the Tsuut'ina Nation crossed through South Calgary (along 33 Avenue SW) each July on their way between the Tsuut'ina reserve and the Calgary Stampede grounds during Stampede Week.

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On occasion, travellers from Tsuut'ina stayed overnight at the Kelly family residence (2138 33 Avenue SW), a now-demolished house that housed the landmark Kaffa Coffee & Salsa House from 1992 to 2014. The pass system, an illegal government practice intended to prevent Indigenous people from leaving their reserves without securing a pass to do so, limited their mobility for decades. The passes were seldom granted.

Residential development was interrupted by war and depression, but it resumed by the 1950s. King Edward School, a public institution, operated between 1913 and 2001 in a sandstone building that also functioned at times as South Calgary High School (from 1919 to 1929), the Calgary Normal School (Calgary's teacher training college, housed here as a wartime measure in 1940-45; it later became the University of Calgary Faculty of Education), and, since 2017, an arts complex known as cSpace. From its origin, King Edward School served as a community hub and the venue for community meetings, social functions, and concerts.

South Calgary Park, established in 1923, became the venue of the South Calgary Community Association Hall in 1950 and the South Calgary Pool in 1955. Fire Hall No. 5 opened in 1952 and was replaced by a new structure in 2012. The Calgary Public Library's Alexander Calhoun Branch opened in 1954; it was replaced by a new structure in 1986 and was renamed in 2018.

A business district developed along 33 Avenue SW in the early 1950s, and a Business Revitalization Zone (later changed to a Business Improvement Area) was formed in 1983. The western portion of the business district was replaced in the early 1980s by an overpass linking the avenue and the district to Crowchild Trail SW. In 1985, the BRZ was renamed the Marda Loop BRZ, taking its name from the landmark Marda Theatre and either the original streetcar loop or the later electric trolley bus turnaround on 33 Avenue SW, or both. The community association. which also represents Altadore and Garrison Woods was renamed the Marda Loop Communities Association in 2011. The annual Marda Gras festival began in 1986. Six extant historic landmarks on The City's inventory of historic resources are located in South Calgary: King Edward School (1721 29 Avenue SW, built in 1912); Herbert and Barbara Taylor Residence (3214 17 Street SW, 1912); James and Louie Taylor Residence (1736 32 Avenue SW, 1912); Richard and Annie Taylor Residence (3216 17 Street SW, 1912); White Residence, (1524 33 Avenue SW, 1915); and City of Calgary Sub-station No. 4 (1508 34 Avenue SW, 1930). Lost landmarks include the Marda Theatre and the South Calgary water tower.

#### Sunalta

In 1909, the CPR subdivided Sunalta, a name that is almost certainly a combination of the word "sunny" and the abbreviated name of the province. The CPR right-of-way traverses Sunalta, dividing it from the modest residential area south of the tracks from what was originally an industrial area north of the tracks along the south bank of the Bow River.

Residential Sunalta is characterized by residential lots with a 25-foot frontage situated on streets and avenues arranged in a grid pattern. In industrial Sunalta, the CPR built lead and spur lines to service industrial occupants, which included wood industries, clay products manufacturers, and stone products manufacturers. West of the industrial lots stood John G. Watson's brick factory, which operated from about 1897 to 1905. The Alberta Wood Preserving Company Ltd. was a long-term occupant of industrial Sunalta. It was established in 1923 to manufacture wood products treated with creosote, a preserving agent, for use in bridges, culverts, railway ties, telegraph and light poles, and many other uses. The firm eventually became a subsidiary of Dominion Tar & Chemical, also known as Domtar, and it remained until 1963. This industrial use resulted in long-term environmental contamination.

The neighbourhood's 18 evaluated historic resources include many pre-First World War homes, a modest apartment building (Wilson Apartments, later renamed Margaree Apartment, 1537 14 Avenue SW), historic Pumphouse No. 2 (built in 1913, and better known by its current occupant, the Pumphouse Theatres, 2140 Pumphouse Avenue SW), and Sacred Heart Roman Catholic Church (1301 14 Street SW), a Gothic Revival structure built in 1930. Jimmie Condon, a Greek immigrant from Turkey who became a well-known city businessman, opened a tea house at the corner of 17 Avenue SW and 14 Street SW before the First World War and later built the extant Jimmie Condon Building (1609 14 Street SW) on the site.



#### **Upper Mount Royal**

The CPR acquired the Mount Royal hill in 1885 and ultimately developed it as Calgary's most prestigious and exclusive neighbourhood. But the first development had nothing to do with the railway company. In 1904, the CPR sold ten acres at the top of the hill to Dr. Ernest Wills, who established a tuberculosis sanatorium but was killed in an accident just months later. Dr. Richard L. Morrison, the sanatorium's manager, bought the property in 1908 and subdivided it the following year on a grid pattern bisected by Morrison Street SW.

Morrison's subdivision is distinct from the rest of Upper Mount Royal. The CPR subdivided the neighbourhood incrementally in 1905, 1907, 1910, and 1911. J. Lonsdale Doupe (1867-1952), the CPR's assistant land commissioner, was involved in each stage, and he was influential in the decision to develop Mount Royal (and, later, Scarboro) consistent with the City Beautiful movement and Garden Suburb principles. In Upper Mount Royal, design concepts included roadside trees, plentiful open spaces, large residential lots with generous setbacks, and curvilinear streets that respected topography. Caveats placed on land titles, intended to maintain an elite residential community. imposed a high minimum value for any house built in the neighbourhood. Some of the mansions built in Upper Mount Royal even had their own coach houses. The 1907 subdivision included "through lots" that extended an entire block, although most of these were quickly subdivided before they were developed. For the final subdivision in 1911, which established South Mount Royal (south of Dorchester Avenue SW and Prospect Avenue SW), Doupe engaged Olmsted Bros. of Brookline, Massachusetts as consultants. Frederick Law Olmsted (1822-1903), the consulting partners' father, had been the seminal figure of American landscape architecture.

Residential development started before the 1907 annexation, and the earliest homes, while magnificent, lacked city services and required their own generators and water supply. Seven homes were built along Hope Street SW and Royal Avenue SW before the end of 1907. The CPR had not yet named the district, and it became known unofficially as "American Hill" because most of the early residents were prosperous American. businessmen and their families. This offended patriotic sensitivities in Calgary and within the CPR, and the next subdivision in 1907 imbued the district with Canadian history with street names like Amherst, Carleton, Durham, and Sydenham. The 1910 subdivision provided the name Mount Royal, the same as the Montreal neighbourhood where former CPR President Sir William Cornelius Van Horne lived. The 1910 subdivision also included many French-Canadian Street names, including Frontenac, Laval, and Montcolm. In a rare occurrence, Vercheres Street SW was named for a woman from Canadian history, Madeleine de Verchères.

The collapse of Calgary's real estate boom in 1913, and later, the Great Depression, affected Calgary's nouveau riche who lived in Upper Mount Royal. Households that once had domestic servants now took in boarders, and coach houses were rented out as separate dwellings. The City acquired two mansions, the Coste and Skinner houses, through tax arrears. During the Second World War, fine homes were adapted for institutional use or converted to apartments or boarding houses in the context of a housing shortage. Postwar prosperity. fuelled by petroleum discoveries, restored Upper Mount Royal's exclusive status and the prestige of its surviving mansions. Undeveloped lots, which added to the district's spacious character and allowed some residents to picket their horses, were eventually filled in. Subdivision of lots began as early as 1930, and it became more common after the Second World War. Nonetheless, the number of homes has remained consistent in recent decades.

Upper Mount Royal's 84 evaluated historic resources include dozens of historic homes, as well as manicured public parks and boulevards and a Modern-style school, Earl Grey Elementary, which was built in 1968 to replace one of two sandstone schools in the neighbourhood, both of which have been demolished. The Mount Royal Community Association was incorporated in 1934 as the Mount Royal Community Club. Its community hall, Mount Royal Station (2325 10 Street SW), was built by the mid-1990s to resemble a railway station.

# **Background and Planning Evaluation**

# **Background and Community Context**

The West Elbow Communities Local Area Plan (Plan) comprises 16 inner-city and established communities: Altadore, Bankview, Cliff Bungalow, Elbow Park, Erlton, Garrison Woods, Lower Mount Royal, Mission, Rideau Park, Roxboro, Scarboro, South Calgary, Sunalta, Upper Mount Royal, the portion of North Glenmore Park north of Glenmore Trail SW and the portion of Richmond east of Crowchild Trail SW.

Generally bounded by the Canadian Pacific Kansas City (CPKC) rail line and 17 Avenue S to the north; Macleod Trail S and the Elbow River to the east; Glenmore Trail S to the south; and Crowchild Trail SW to the west, these communities are collectively known as the West Elbow Communities. The West Elbow Communities share common amenities including six interconnected Main Streets (10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 14 Street SW, 4 Street SW and Macleod Trail S), public and transit infrastructure including the Sunalta LRT Station, Victoria Park LRT Station and Erlton LRT Station, natural areas, and regional and neighbourhood parks. The Plan area contains twenty-four schools (public, private and charter), including five high schools (Western Canada High School, St. Mary's High School).

There is a rich history within the West Elbow Communities, with Indigenous foundations and eventually permanent settlement in the late 1800s. These communities were annexed into Calgary incrementally in 1907, 1910 and 1956 and early settlement in the area beginning as early as 1871.

The 16 individual communities that comprise the West Elbow Communities experienced varying population trends over the last several decades. Some communities, such as Mission, have experienced sustained growth over the period. Other communities such as Altadore and Richmond, experienced an earlier decline in the 1970s and 1980s followed by a recovery in growth more recently. Communities including North Glenmore Park and Elbow Park have experienced early population decline followed by a period with little or no recent growth.

By setting out a comprehensive vision and policies for growth and change, the Plan will help stabilize and reverse the declines in population in some of these communities, strengthen existing trends in others and provide more balance for growth between communities, while providing more certainty and direction for population growth and change for residents, developers, Administration and City Council.

The Plan envisions accommodating new and more diverse housing forms, as well as commercial opportunities which will allow more Calgarians to choose where to live and operate businesses in the West Elbow Communities. By enabling additional growth and providing a variety of housing options around nodes, corridors, transit station areas, Main Streets, and the Primary Transit Network, people of all ages can find suitable accommodations that fit their lifestyle and needs.

### **Community Peak Population Table**

As identified below, the West Elbow Communities have experienced decline and then recovery of population from 1968 until recently. The total population saw a gradual decline from 1970 until 1984, from 45,899 people to 38,906 people, followed by relatively low or no population growth until 1994 when the population was 38,927 people, and then gradual growth until today, with a population of 46,821.

Table 1 provides additional information and context around population changes in these communities, particularly as it relates to the number of dwelling units and decreasing household sizes. Occupancy rates per dwelling unit have decreased from a peak of 2.78 people per dwelling in 1968 to 1.93 in 2019. Individual community data is provided in Table 2.

Table 1: West Elbow Communities Local Area Plan Population

	Population	Total Dwellings	Occupied Dwellings	Persons/Unit
Peak	46,821	26,369	24,219	2.78
Peak Year	2019	2019	2019	1968
2019	46,821	26,369	24,219	1.93
Loss Since Peak	0	0	0	-0.86
% change since peak	0	0	0	-30.5%

<sup>\*</sup>note that the communities of Richmond and North Glenmore Park are only partially included in the West Elbow Communities. Population data for those communities has been adjusted in the total to reflect the portion of population within the West Elbow communities as of 2019 which are 61% and 76% respectively.

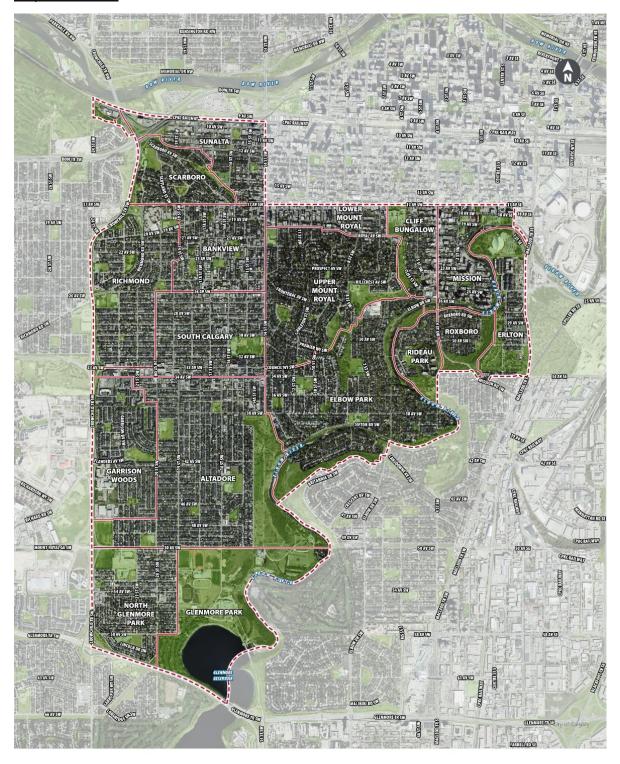
Table 2: West Elbow Communities: Individual Communities Population Tables

Community	Peak Year	Peak Danielation	2019	% Since	Loss Since
		<u>Population</u>	<u>Population</u>	<u>Peak</u>	<u>Peak</u>
Altadore	2019	6,942	6,942	0	0
Bankview	1981	5,590	5,256	-6.0%	-334
Cliff Bungalow	1982	2,219	1,895	-14.6%	-324
Elbow Park	1968	4,160	3,342	-19.7%	-818
Erlton	2017	1,307	1,270	-2.8%	-37
Garrison Woods	2014	3,195	3,116	-2.5%	-79

Lower Mount Royal	1970	3,594	3,457	-3.8%	-137
Mission	2018	4,673	4,598	-1.6%	-75
North Glenmore Park	1970	3,776	2,391	-36.7%	-1,385
Richmond	1968	5,080	4,962	-2.3%	-118
Rideau Park	1968	713	594	-16.7%	-119
Roxboro	1969	517	422	-18.4%	-95
Scarboro	1969	1,144	931	-18.6%	-213
South Calgary	2019	4,442	4,442	0	0
Sunalta	2015	3,454	3,239	-6.2%	-215
Upper Mount Royal	1969	3,147	2,478	-21.3%	-669

<sup>\*</sup>note that the communities of Richmond and North Glenmore Park are only partially included in the West Elbow Communities. Population data for those communities in the above table reflects their total population.

Map 1: Location





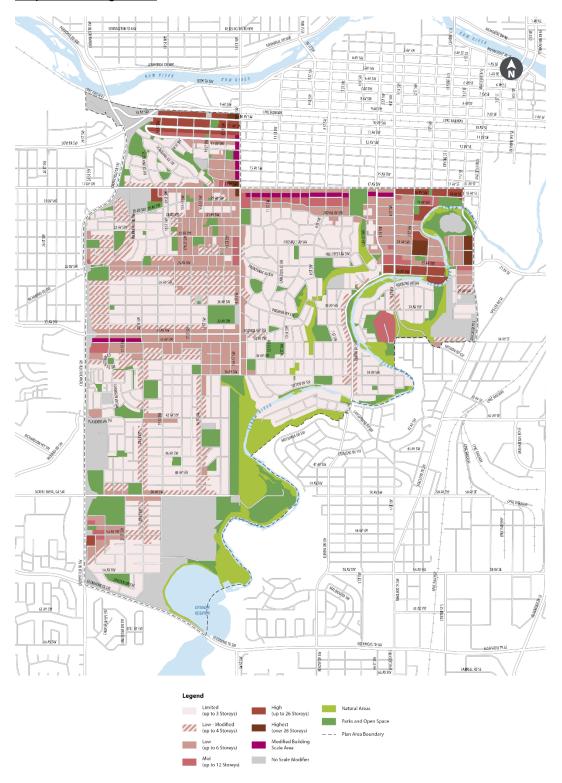
# **Planning Evaluation**

The Plan implements the strategic goals and objectives of The City's municipal development plan at the local level. The Plan's future growth concept aligns with direction from the municipal development plan by supporting intensification around Main Streets and in transit station areas. The Plan also supports continued incremental evolution and change within primarily residential areas including the potential for increased development intensities along community corridors, nodes and the Primary Transit Network.





Map 4: Building Scale



### **Policy Areas**

### Main Streets

The Plan includes six Main Streets: 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 14 Street SW and 4 Street SW are identified as Neighbourhood Main Streets and Macleod Trail S is identified as an Urban Main Street. All of these Main Streets form an interconnected network of active commercial streets, supporting high levels of pedestrian activity and connection between these areas, and are all located along the Primary Transit Network. Each of these Main Streets, and individual sections of each street, have a unique character and function. The urban form categories, building scale modifiers and policies applied to each of the Main Streets reflect their unique character.

Common policies that apply to all Main Streets are found in Section 2.5.1. Main Street policies which include improving public space, ensuring good urban design to support the increased pedestrian activity and ensuring compatibility with heritage assets in these areas. Additionally, there are common shadow policies to minimize and mitigate the impact of shadows on the pedestrian environment, with a more specific shadow policy for portions of the 17 Avenue SW and 33 Avenue SW Main Streets.

Generally, Low Scale (up to 6 storeys) has been applied to the majority of Main Streets to allow for future growth while ensuring a pedestrian-scaled environment. Taller buildings are supported in strategic locations including transit station areas and in close proximity to Main Streets, to allow for higher scale growth along nodes and corridors while reducing negative impacts of tall buildings on the public sidewalk. Low-Modified (up to 4 storeys) and Limited Scale (up to 3 storeys) have been applied in areas with access constraints and constraints due to lot depth or irregular lot configurations.

The Neighbourhood Commercial urban form category is applied to areas with existing commercial concentrations along Main Streets, to reinforce areas of high pedestrian activity, with areas of the highest activity having Active Frontage modifiers applied. Neighbourhood Flex is generally applied to areas of Main Streets without existing commercial concentrations to allow for flexibility in ground floor use and allow the market to determine the mix of uses, given the changing nature of retail, online shopping and other factors that will influence the provision of street-fronting retail in the future. Neighbourhood Connector is applied to areas of Main Streets with access constraints, such as flanking lots.

### **Transit Station Areas**

There are two LRT transit station areas within the Plan area: Sunalta LRT Station on the Blue Line and Erlton LRT Station on the Red Line. The Victoria Park/Stampede LRT Station on the Red Line lies just outside the plan boundary. There are four MAX BRT transit station areas within the Plan area: 17 Avenue SW Station, 26 Avenue SW Station and Marda Loop Station are all located on Crowchild Trail SW for the MAX Yellow BRT and 54 Avenue SW Station for the MAX Yellow and MAX Teal BRTs, located on Crowchild Trail SW.

Section 2.5.4 outlines common policies for all transit station areas, which are delineated into Core Zones and Transition Zones. Transit station area policies include encouraging improved public space adjacent to transit stations, providing incentives for non-market housing, specifying parking locations, vehicular access and loading and servicing, discouraging vehicle-oriented uses and allowing for additional building scale where various public benefits are provided. Additional policies specific to BRT transit station areas are included in Section 2.5.4.4 such as facilitating lane closures or reconfigurations where pedestrian access to the station can be improved, public space design and vehicular circulation and safety.

Building scales in transit station areas are some of the highest building scales in the Plan, particularly around the Sunalta, Victoria Park/Stampede and Erlton LRT Stations. Generally, the highest building scales are found closest to transit stations and decreases further away from the stations. Urban form categories in transit station areas generally support higher activity, applying the Neighbourhood Commercial, Neighbourhood Flex or Neighbourhood Connector urban form categories in close proximity to the station. Lower building scales and Neighbourhood Local are applied where lot configurations, limited access or other constraints make higher scale development more difficult.

#### **Community Corridors**

Ten community corridors are identified in the Plan: 4 Street SW (south of the Elbow River), 14 Street SW (south of 33 Avenue SW), 16 Street SW (south of 34 Avenue SW), 20 Street SW (between 26 Avenue SW and 54 Avenue SW), Elbow Drive SW, Richmond Road SW, 26 Avenue SW (west of 14 Street SW), 50 Avenue SW, 54 Avenue SW and the corridor formed by Council Way, Premier Way and 30 Avenue SW. Community Corridors are pedestrian-focused streets that are intended to support low- to moderate-growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors serve as important links connecting services, amenities and communities to one another.

Community Corridors are primarily identified as Neighbourhood Connector with portions of Neighbourhood Flex in strategic locations or where commercial uses already exist and Neighbourhood Local in primarily residential areas. Building scales along the Community Corridors vary based on the local context and existing streetscape, ranging from Limited Scale (up to 3 storeys) to Low Scale (up to 6 storeys), other than the 54 Avenue SW community corridor which has higher building scales close to the 54 Avenue MAX Yellow and Teal Station.

### Heritage Guideline Areas

The West Elbow Communities contain the largest concentration of heritage assets in Calgary (approximately 46% of all heritage assets in the city). Heritage assets are residential buildings built prior to 1945 that significantly retain their original form and architectural details of the building. The Heritage Guidelines (Guidelines) included in the Plan ensure that new residential development within identified Heritage Guideline Areas is contextually sensitive and consistent with existing heritage assets.

The Guidelines encourage new residential development to draw design reference from nearby residential heritage assets in ways that complement the unique and historic qualities of the Heritage Guideline Areas while still allowing for modern designs. Public feedback on the Guidelines was generally supportive, with some members of the public wishing for more prescriptive regulations, and others wanting more flexibility in design. The guidelines strike a balance between these perspectives.

The Guidelines address general characteristics of buildings rather than enforcing strict architectural rules and are divided into four general sections: Site and Landscape Design, Roofs and Massing, Front Facades and Windows, Materials and Details. The Guidelines reference key building elements common among residential heritage assets in the West Elbow Communities while not prescribing design or architectural styles for new development. The Guidelines do not limit the specific number of dwelling units or housing type nor prevent the development of a variety of housing types in the Heritage Guideline Areas. Guidelines for multi-residential buildings have also been developed for the Plan considering several Heritage Guideline Areas exist within areas that support higher building scales.

### Comprehensive Planning Sites

Three Comprehensive Planning Sites are identified in the Plan: the Richmond Road Diagnostic and Treatment Centre (former Children's Hospital), The MNP Community and Sport Centre and the former Holy Cross Hospital site.

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

#### Special Policy Areas

There are three Special Policy Areas within the West Elbow Communities: the Cathedral District, the Giuffre Family Library/Fire Station No. 5 and Garrison Woods.

The Cathedral District Special Policy Area contains policies that require new development to be sensitive to existing historic resources in the area including St. Mary's Cathedral, Rectory and Parish Office, the Sacred Heart Convent and the C.N.R Station (former St. Mary's Parish Hall). The building scale in this area is reduced unless associated historic resources are designated and protected. This Special Policy Area was largely adapted from the existing Mission Area Redevelopment Plan but also reflects public desire for retention of important historic resources in the Mission community.

The Giuffre Family Library/Fire Station No. 5 Special Policy Area contains policies that guide the future redevelopment of the site, encouraging the creation of an integrated civic facility, along with the potential for non-market housing.

Finally, the Garrison Woods Special Policy Area provides policies to ensure new development in this area reflects the historic nature and history of the former military base, particularly the renovated PMQ (private married quarters) housing. This Special Policy Area was added after receiving public feedback that requested policy that reflected the unique military history and design of the community.

### **Addressing Housing Needs**

The West Elbow Communities has a unique cluster of amenities and services including six Main Streets, two regional recreation facilities (Glenmore Athletic Park and MNP Community and Sport Centre) and the Elbow River pathway system. The area is also adjacent to the greater downtown. These factors lead to the West Elbow Communities being highly desirable, resulting in both strong demand for new housing and high prices for various housing types.

Throughout the Plan's engagement process, we heard a large amount of feedback from various members of the public on the need for more affordable housing, a greater variety of housing options, while also respecting the character of existing communities, particularly areas with concentrations of heritage assets. By providing a variety of housing options including single-detached, semi-detached, row homes, townhomes, and multi-residential, people of all ages can find suitable accommodations that fit their lifestyle and needs. The Plan takes a balanced approach by applying low-scale growth (such as single-detached, semi-detached, rowhouses and secondary suites) throughout the Plan area and focusing moderate- to large-scale growth in key locations including transit station areas, Main Streets, and the Primary Transit Network.

The West Elbow Communities are incredibly diverse in terms of their respective housing forms, densities, and demographics. These differences amongst the West Elbow Communities create unique challenges and opportunities in addressing housing needs for the future. The approach taken in the Plan was to balance a consideration of technical and spatial factors (such as proximity to transit, lot configurations, topography and servicing), policy considerations (such as direction from The City's municipal development plan and housing affordability strategy), market factors (such as growth rates, development trends and demographic changes), equity considerations (equitable access to housing, services and amenities) and public feedback provided throughout the process. The various building scales and urban form categories shown in Maps 3 and 4 of the Plan are a result of this balancing of factors.

To better accommodate the evolving needs of residents in the Plan area, providing opportunities for a wider variety of housing options, including single-detached homes, semi-detached homes, rowhouses/townhouses and apartments, is essential. It is acknowledged that different communities have different considerations, but with the overall view towards providing increased and more diverse housing choices for the future while respecting heritage character in areas with concentrations of heritage assets. This will enable the community to adapt to their own changing needs over time by providing flexible living options that cater to various demographics and life stages, while ensuring that all residents can find suitable accommodation as their circumstances and lifestyles evolve.

The City's municipal development plan supports development of a greater range of housing options to support changing household needs and trends of all Calgarians. By providing a variety of housing types including single-detached, semi-detached, row homes, townhomes, and multi-residential, residents can stay in their communities throughout their lives and communities can attract people from all ages and stages of life. It can also support aging in place, allowing residents who want to down-size or find alternative accommodations to continue living in their community.

### **Engagement**

The West Elbow Communities Local Area Planning Project spanned more than two years and included four phases of public participation and 66 public engagement events. A working group comprised of community association representatives, residents, Business Improvement Area representatives and industry members provided feedback throughout the engagement process.

A separate heritage working group comprised of community association representatives, residents, industry members and heritage advocacy organizations provided feedback specifically on the creation of the Heritage Guideline Areas policy. Engagement sessions were also conducted with specific groups, including community associations, University of Calgary students and Mount Royal University students.

Public input is one of the five key considerations when developing a local area plan. Through each phase, public feedback was gathered, reviewed and considered, resulting in refinements to the Plan. The project team heard a variety of feedback and balanced the feedback through refinements to policies and maps within the Plan. In addition to public input, there are four other key considerations including context and trends, city policies such as The City's municipal development plan, and other higher-order policies, professional expertise on best practices, technical feasibility, and equity. As the local area planning process is iterative, all five key considerations are incorporated in developing the Plan over time. What We Did and What We Heard Reports were shared for each phase of the project and are included as links in Attachment 4.

Changes to the Plan resulting from public feedback included revisions to the Urban Form and Building Scale maps. Throughout all phases of the project, feedback about location-specific comments on future moderate- to large-scale growth were received. The <a href="Summary of Map Changes">Summary of Map Changes</a> illustrates the key changes made to the maps between each phase of the project. Policies throughout the Plan were also refined and added based on public feedback such as concerns related to levels of transit service, community context, topographical challenges, compatibility with heritage homes, pedestrian safety, and shadowing on Main Streets. Generally, changes to the Building Scale maps based on public feedback resulted in decreases to intensity with some exceptions of increases to intensity, particularly around transit stations.

### **Legislation and Policy**

### South Saskatchewan Regional Plan (2014)

The Plan and recommendations in this report have considered, and are aligned with, the policy direction of the South Saskatchewan Regional Plan which directs population growth in the region to cities and towns and promotes the efficient use of land.

### **Municipal Development Plan (2009)**

The City's Municipal Development Plan (MDP) establishes overall goals and directions for decision making about growth, future land use, mobility networks, servicing, and investment for all of Calgary. The Plan aligns with policies found in the MDP and further supports growth and change at a local level. The Plan envisions accommodating growth and change in key areas such as in close proximity to transit, Main Streets, and to increase housing diversity throughout the West Elbow Communities.

West Elbow Communities Local Area Planning

Final Engagement Summary



## Together, over nearly two years with thousands of participants, a local area plan for the West Elbow Communities was created.

A robust multi-phased public engagement process was undertaken to create the West Elbow Communities Local Area Plan (Plan). Thousands of ideas and comments were shared, compiled, reviewed, and used to shape and refine content and concepts within the Plan.

## **West Elbow Communities**



## Highlights: Public Participation

Between summer 2023 to winter 2025, conversations about where, why and how revitalization and redevelopment should happen took place with a range of participants. Thousands of individuals were involved in the creation of the Plan.

From youth to seniors, residents and business owners, community association, Buisness Improvement Areas and development industry representatives, and dedicated and diverse working groups that provided in-depth insights and feedback.

15+ years in 4 phases of public participation to create the West Elbow Communities Local Area Plan.

instances of direct engagement participation

3.4K+ 113 days

of **online** engagement

2.78M 25K+

advertisements displayed

instances of involvement

123K + 6

engagement booklets mailed

submitted







engagement sessions

community association sessions

heritage working group sessions

walking tours

landowner/ development industry sessions

working sessions

public sessions

student

## **Engagement Approach**











## **Phase 0: Discover**

Pre-project research, relationship building, and knowledge transfer.

## **Phase 1: Envision**

Looking back at the past, understanding the present and envisioning the future of the area.

## **Phase 2: Explore**

Exploring where and how growth and change could happen in the area.

## **Phase 3: Refine**

Refining the plan and confirming the community improvements.

## Phase 4: Realize

Committee and Council review and decision.

A multi-phased approach enabled discussion, consideration, creation and refinement of the Plan with participants over time. Information and education about key considerations, benefits and tradeoffs were woven directly into the engagement topics within each phase to build participant capacity as each chapter of the local area plan was engaged on and refined.

A multi-phased approach allowed for education and discussions to start at a broad and visionary level and progress to become more focused and refined through the process. The Plan itself goes from visionary (Chapter 1) to more focused local-specific guidance and direction (Chapter 2), to very specific investment priorities and implementation options (Chapter 3). Aligning the phases of engagement to the creation and refinement of each chapter provided participants with iterative opportunities for feedback with clear outputs at the end of each phase.

"Yes! We need more higher density housing options for Calgary. Develop 1st/ground level shops with floors above for residence."

- Participant



## **Engagement Guiding Principles**

## 1. Phased Program

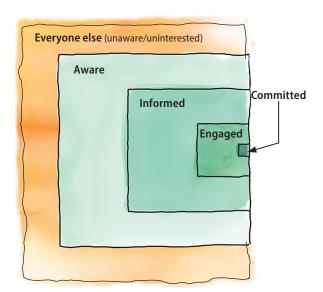
The engagement process for the West Elbow Communities Local Area Planning project was designed as a multi-phased approach. Input was collected at key intervals throughout the planning process to help influence the Plan as it was created and to provide multiple touch points and opportunities for participants to get involved.

## 2. Inclusive Process

The needs of participants were considered through the process and the project team removed as many barriers to participation as possible. Effort was made to ensure public engagement was accessible to all, despite potential limitations that might prevent them from being included in the process. A key objective was to ensure that at the very least, people within the area were aware of the opportunity to participate and understood that we were interested in hearing from them. Accessibility accommodations were also available for engagement by request via 311.

## 3. Participation Interests & Intensity

Out of thousands of participants within the West Elbow Communities, we know that people will land in various places in terms of their participation interest level. Despite our best efforts, some people will never really be aware or are simply uninterested in getting involved, some are highly engaged and committed, and many fall somewhere in between. The engagement process was designed to cater to a broad spectrum of participation interests and intensities—based on the corresponding levels of interest, time and commitment participants wanted, and were willing and able to commit to.



A broad mix of communications and engagement tools and techniques were used to ensure people were reached and able to get involved at a level and through a method that best suited their needs. The tools and techniques used for the West Elbow Communities Local Area Plan project were informed by: communications and engagement best practices, local demographics and socioeconomic information, participant feedback and lessons learned through the project.

## 4. Grassroots Conversations

Throughout our engagement process, there was a focus on getting out into the community, building relationships and building mutual and shared understanding. We aimed to achieve this by getting the project team out in the community to meet people where they are, igniting interest and involvement in conversations about change and redevelopment. We ensured the project team met people face-to-face where possible, but also virtually to make sure everyone was able to get involved. Toolkits were also provided directly to community leaders with existing community connections to support community-based conversations. A key objective was to ensure the topics being discussed and opportunities for involvement were presented and discussed in ways that were clear, understandable and inviting. Another key objective was to be open, honest and transparent in all conversations and to be available to meet and answer questions at any time through the process.

## 5. Clear Engagement Reporting

Transparency and an open process was demonstrated through clear reporting and connecting the dots between the input that was provided and how it was considered as decisions were made through the process. What We Heard reports that shared verbatim feedback and themes were created and shared following each phase of engagement. What We Did reports were also created for each phase of the project, outlining how the project team considered and responded to each of the key themes that emerged through each phase of the project.

## **Opportunities for Involvement**

A variety of opportunities for involvement were available through the process that aimed to accommodate a range of participation interest and intensities (high, medium, low) and remove a range of barriers to participation (time, understanding, trust, audio/visual, mobility, internet, language, etc.).

## West Elbow Communities Working Group Sessions

The West Elbow Communities Local Area Planning project offered the opportunity to apply to join a multi-community working group – this would be considered a high-interest/high-intensity opportunity. The working group was designed to have more in-depth discussions, diving deeper into public feedback and guiding planning policy, and building on the knowledge and insights of previous sessions.

Through a recruitment process, 43 members of the broader community, community associations, Business Improvement Areas and development industry representatives were selected to participate in dialogue on the planning interests of the entire area. The working group participated in a number of sessions where they brought different perspectives, viewpoints, ideas and concerns to the table. The working group expanded on the ideas and concerns shared by the broader community and acted as a sounding board for the project team as content and concepts for the local area plan were drafted.

## West Elbow Communities Heritage Working Group Sessions

This working group provided feedback on the Heritage Guidelines, worked together to define Heritage Guideline Areas and establish heritage defining characteristics for these areas – while building on the vision and core values developed for the Plan. Heritage Guidelines will help ensure new development complements identified heritage assets within the West Elbow Communities.

Through a recruitment process, 31 members of the broader community, community associations, heritage advocacy groups, and development industry representatives were selected to participate in dialogue on the Heritage Guidelines of the identified Heritage Guideline Areas.

# In-person & Virtual Engagement Sessions (public, community association, and development industry representatives)

In-person and virtual engagement sessions were offered to the general public as medium interest/medium intensity opportunities. Virtual engagement sessions were offered throughout the project via Microsoft Teams as a method to engage virtually and directly with the project team. In addition to the public opportunities, in-person and virtual engagement sessions were also offered for community association board members, students, institutions, and development industry representatives.

"I would love to see more more tailored

/ bespoke and renovation priority for local
green spaces."

— Participant



## **Mailed Engagement Booklets**

Engagement booklets were mailed to households and businesses in the West Elbow Communities area to ensure people were aware of the project, had key information directly in their hands and had the option of mailing a feedback form as an alternative option to in-person, virtual or online engagement. Mailed engagement booklets that included a pre-paid feedback form were an alternate medium interest/medium intensity way to provide feedback (pre-paid postage was included to reduce financial barriers associated to return postage fees).

## **Engagement Stations**

In-community Engagment Stations were placed at high-traffic and accessible locations throughout the West Elbow Communities to ensure a physical presence in the community to help raise awareness and as vessels to share information and collect feedback. In addition, if someone did not receive a mailed engagement package or booklet, they were able to pick one up at one of the 16 Engagement Stations in the Plan area or download a booklet online.

## **Online Engagement**

Online engagement opportunities were offered as a low-medium interest/intensity opportunity. Online engagement at calgary.ca/WestElbowPlan was available within each phase for weeks at a time as an option for people to get involved at a time and place that worked for them. Within each phase of the project, multiple topics were open for input. Online engagement provided people with a quick and easily accessible opportunity to get involved.

## **Community Walking Tours**

Community walking tours were held with community association and Business Improvement Areas representatives, and community members out in various communities. The project team met with those who were interested in discussing specific aspects of different communities face-to-face and out on the ground.

"We need need to be flexible
and conducive to new businesses
coming to areas. Cities need amenities,
close to home, work that you don't need a car
to live in the city. I don't own a car in Calgary. A
commute to work on my bike year-round. I think
the maps allow for a good separation between
residential/business/green space/cars/
industrial."

- Participant





## West Elbow Communities Local Area Planning

## **Engagement Summary**

## **Phase 1: Envision**

This phase was focused on looking back at the past, understanding the present and envisioning the future of the area. In addition to broad public outreach and engagement, meetings and engagement took place with targeted groups from September 2023 to April 2024.



Total ADS DISPLAYED

760K+

**Total INVOLVED** 

5,300+

**Total ENGAGED** 

1,050+

**Total CONTRIBUTIONS** 

2,800+

## How was input used?

Input was used to create and refine the first chapter of the local area plan including the history section, the current context section and the draft future vision and core values. Input was also used to inform initial growth focus areas and development policies that will be engaged on in the second phase of engagement.



## What we heard

Check out the full What We Heard Report online at calgary.ca/WestElbowPlan

## **Building Awareness**

Tools used to build awareness of the project and opportunities to get involved included:

- Engagement booklets Education and engagement booklets mailed directly to all homes and businesses in the area.
- Engagment Stations 16 Engagement Stations were also installed to raise awareness and provide additional education and engagement booklets to community members.
- Street Level Signs 13 large-format street level signs located in high-traffic areas.
- Digital Restobar Ads Washroom Network ads in restaurants and bars in the area.
- Social Media Ads Two waves of geo-targeted social media ads (Facebook, Twitter, Instagram, Nextdoor).

- Video Ads Geo-targeted video ads on YouTube.
- Elevator Ads Residential network elevator ads.
- Community Newsletter Ads Full page advertisement in the local community newsletters.
- Email updates to project subscribers.
- Communications toolkits provided to local community associations and Ward Councillors to make it easy to help spread the word through their established communications channels and networks.

Love the connection to the river, and accessibility to the downtown and surrounding areas.

- Participant

## **Focus of Engagement**

This phase was focused on the creation and refinement of the first chapter of the local area plan. Engagement was focused on looking back at the past, understanding the present and envisioning the future of the area.

- Topic 1: PAST the area's history and roots
- Topic 2: PRESENT the area as it exists today
- Topic 3: FUTURE the next 30 years

An Initial Draft of CHAPTER 1 of the local area plan was also available for review and feedback.



## **Opportunities for Involvement**

Public education and engagement booklets – magazine-style education and engagement booklets mailed to all households and businesses in the Plan area with the opportunity to respond and mail back the feedback form (pre-paid return postage provided). Booklets were also available for pick up at 16 Engagement Stations through the plan area.

- Online public engagement
   Opportunity to provide feedback online via desktop or mobile device.
- In-person public engagement
   Opportunity to meet the project team face-to-face, ask questions and provide feedback.
- Virtual public engagement
   Multiple opportunities to meet the project team online, ask questions and provide feedback.
- Working group sessions
   Three sessions where the working group and project team were able to dig deeper into discussions related to asset mapping, vision and core values and focus areas for growth.
- Heritage guidelines working group sessions
   Two sessions for the working group to provide feedback on heritage guidelines so that new development complements identified heritage assets within the West Elbow area.
- Community association sessions
   Three sessions for community association members to learn more, ask questions and provide feedback.
- Development industry sessions
   Two sessions for landowners, developers or industry representatives to learn more, ask questions and provide feedback.

We should be encouraging housing options that are accessible (physically, financially, etc) to all income levels and lifestyles.

— Participant

# **Engagement Timeline**Phase 0: DISCOVER

This phase included pre-project research, awareness building and knowledge transfer.

**NOTE**: Phase 0 outreach efforts not included in Phase 1 engagement summary above.

Prior to the project's official launch, meetings and walking tours with local community leaders including community association and Business Improvement Areas representatives, were held to share information and get to know each other.

There is too much construction. Change from bungalows to two story houses which tend to eliminate all mature trees but the City owned trees. More traffic, noise, pollution.

- Participant



#### June 1, 2023:

Virtual Meeting with with Erlton
Community Association Representatives

#### June 2, 2023:

Walking Tour with Elbow Park Residents Association Representatives

#### June 13, 2023:

Community Association Meeting – Phase 0 (Virtual)

## June 16, 2023:

Walking Tour with Marda Loop
Community Association Representatives

#### June 19, 2023:

Community Association Meeting – Phase 0 (Virtual)

#### July 5, 2023:

Walking Tour with Sunalta Community Association Representatives

#### July 19, 2023:

Walking Tour with Rideau Roxboro
Community Association Representatives

#### July 19, 2023:

Walking Tour with Scarboro Community Association Representatives

## July 20, 2023:

Walking Tour with 17th Avenue BIA Representatives

## July 20, 2023:

Walking Tour with 4th Street BIA Representatives

### July 26, 2023:

Walking Tour with Marda Loop BIA Representatives

## September 13, 2023:

Walking Tour with Cliff Bungalow-Mission Community Association Representatives

## September 27, 2023:

Walking Tour with Bankview Community Association Representatives

#### October 18, 2023:

Walking Tour with Richmond Knob Hill Community Association Representatives

#### October 28, 2023:

Walking tour with North Glenmore Park Community Association Representatives

# **Engagement Timeline**Phase 1: ENVISION

This phase focused on looking back at the past, understanding the present and envisioning the future of the area.

My community is becoming more and more walkable, and there are some good examples of gentle density being built here and there. - Participant

## September 19 to October 23, 2023:

- » Engagement Booklets mailed to residents and businesses
- » Engagement Booklets available for pick up at 16 Engagement Stations
- » Online engagement open for feedback
- » Working Group Applications accepted

## September 20, 2023:

Community Association Meeting – Phase 1 (Virtual)

## September 25, 2023:

Community Association Meeting – Phase 1 (Marda Loop Communities Association)

#### October 3, 2023:

Public Engagement Session (Virtual)

## October 11, 2023:

Public Engagement Session (Scarboro Community Association)

#### October 23, 2023:

Public Engagement Session (Virtual)

#### December 12, 2023:

Working Group Engagement Session #1: Asset Mapping (Marda Loop Communities Association)

## January 23, 2024:

Working Group Engagement Session #2: Vision & Core Values (Virtual)

### January 31, 2024:

Heritage Working Group Engagement Session #1: Key Values and Character Defining Elements (cSPACE Marda Loop)

### February 7, 2024:

Development Industry Session #1 (Virtual)

## February 28, 2024:

Heritage Working Group Engagement Session #2: Refining Character Defining Elements and Heritage Guideline Area Boundaries (Virtual)

#### March 5, 2024:

Working Group Engagement Session #3: Focus Areas for Growth (The Military Museums)

#### April 16, 2024:

Development Industry Session #2 (Virtual)

## **What We Heard**

This phase was focused creation and refinement of the first chapter of the local area plan. Engagement was focused on looking back at the past, understanding the present and envisioning the future of the area.

## **Key Themes Heard**

Key themes heard from participants through the first phase of the project included:

**PAST:** What is important for people to know about the area's history?

- Indigenous History
- Historical Significance
- Heritage Homes / Buildings

**PRESENT:** What do you love about the area and your community and why?

- Green Spaces/ Tree Canopy
- Access to Amenities/Services
- Single Family Home Community
- Heritage Elements

**PRESENT:** What are the challenges your area is facing and why?

- Affordability/ Housing Options
- Density
- Safety/Crime/Unhoused Population/Drug Use
- Traffic Safety/Parking

**FUTURE:** 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?

- Green Spaces/Tree Canopy
- More Amenities/Services/ Community Spaces
- Low Density
- Housing Affordability/ Housing Options
- Climate Resilience/ Sustainability
- Connectivity

The recreation
is the BEST, we waited 2 years
for the right house/location to come
onto the market. I'm never moving
again. Love the amenities here
including the walking trails
and dog park.
- Participant



## **How Feedback Was Actioned**

## **Key Changes Made**

Overall, feedback was used to refine the first chapter of the local area plan including refining the history section, refining the current context section and creating the draft vision and core values. Input was also used to inform initial potential focus areas for growth and development policies for review and discussion in the next phase of engagement.

Key changes made to the draft West Elbow Local Area Plan (Plan) based on feedback included:

## West Elbow Communities' Plan boundary has been amended

The West Elbow Communities' Plan boundary has been amended to remove the West Village lands located in the community of Sunalta. These lands will be incorporated into the Greater Downtown boundary as part of the Calgary Plan. This was done in recognition of the current and future opportunities for the West Village lands, as a subject for transit-oriented development emphasized by its proximity to the Greater Downtown, Bow River, and Main Streets.

## 2. Historic home retention, heritage and housing diversity

We heard the public values the retention of historic homes and the need for new development to respect existing historic blocks. The draft core value: Housing for All, emphasizes the need for diverse housing options comprised of both newer and older homes, through providing opportunities for the retention of historic homes. As this local area plan is developed, policy tools including Heritage Guideline Areas will be explored to guide development in respect to surrounding historic blocks and properties. The engagement process for this Plan also includes a Heritage Working Group, made up of volunteer members from the community, representatives from community associations, heritage advocacy group representatives and members of the development industry, to contribute to the development of the Heritage Guidelines for the West Elbow Communities.

## 3. New approach to mapping

From lessons learned from other local area plans, we heard that when proposed growth areas were first presented, this information was difficult to interpret as the maps provided did not provide enough information regarding the building scale of potential growth. This Plan is taking an updated approach by using three categories of

potential focus areas for growth maps, that present more detail including existing and proposed heights, to guide more meaningful conversations. These potential focus areas for growth maps will inform the development of the draft urban form category and building scale maps to be developed through Phase 2.

## 4. Develop a Draft Vision and Core Values to reflect key considerations in the Plan Area

We heard considerations unique to the Plan's study boundary and applicable to all the West Elbow Communities. This included expanding the open space network and improving safety in public spaces to encourage more social connections. From this feedback, we developed a draft vision and core values to reflect these plan wide ideas. Further, we heard mention of specific areas, corridors and networks with development or investment opportunities or gaps. This included Main Streets, transit station areas and the Elbow River Valley. These locations have also been reflected in the draft vision and core values, and policy and investment opportunities will continue to be explored.

## 5. Support sustainable housing options and increase housing affordability

We heard that sustainable housing options and increasing housing affordability are important to the West Elbow Communities. In response, the draft Plan includes Housing for All as a draft core value which emphasizes the demand for diverse housing options to meet people's unique needs. The draft Plan also includes Climate Adaptation and Resiliency as a core value which supports developments built and operated sustainably, including reducing per capita greenhouse gas emissions. The project team will continue to explore policies to encourage climate friendly design and incentives to increase housing affordability.

## West Elbow Communities Local Area Planning

## **Engagement Summary**

## Phase 2: Explore

This phase focused on exploring where and how growth and change could happen in the area. Engagement took place with the general public from May 28 - June 24, 2024, and with targeted groups from May through to September 2024.



692K+

Total INVOLVED

7,300+

Total **ENGAGED** 

1,300+

**Total CONTRIBUTIONS** 

2,000+





## **What We Heard**

Detailed information about all outreach and engagement activities can be found on the subsequent pages and within the Phase 2 What We Heard Report at Calgary.ca/WestElbowPlan.

## **Building Awareness**

Tools used to build awareness of the project and opportunities to get involved included:

- Education and engagement booklets mailed directly to all homes and businesses in the area.
- 16 Engagement Stations were utilized to raise awareness and provide additional education and engagement booklets to community members.
- 18 large-format street level signs located in high-traffic areas.
- Two waves of geo-targeted social media ads (Facebook, Twitter, Instagram, Nextdoor).

- Geo-targeted ads on high-traffic websites and YouTube.
- Full page advertisement in six local community newsletters.
- Email updates to project subscribers.
- Communications toolkits provided to local community associations and Ward Councillors to make it easy to help spread the word through their established communications channels and networks.

## Focus of Engagement

This phase was focused on creation and refinement of the second chapter of the Local Area Plan. Engagement was focused on where and how growth and change could happen in the area.

- The Draft Vision and Core Values the big ideas, hopes and priorities for the area's evolution.
- Potential Focus Areas for Moderate-to Large-Scale Growth — where homes and businesses that are 4+ storeys might fit best.
- An Initial Draft of CHAPTER 2 of the local area plan was also available for review and feedback.



## **Opportunities for Involvement**

Public education and engagement booklets — magazine-style education and engagement booklets mailed to all households and businesses in the Plan area with the opportunity to respond and mail back the feedback form (pre-paid return postage provided). Booklets were also available for pick up at 16 Engagement Stations through the Plan area.

**Online public engagement** — opportunity to provide feedback online via desktop or mobile device.

**In-person public engagement** — opportunity to meet the project team face-to-face, ask questions and provide feedback.

**Virtual public engagement** — two opportunities to meet the project team online, ask questions and provide feedback.

Working group sessions — three sessions where the working group and project team were able to dig deeper into discussions related to asset mapping, vision and core values and focus areas for growth.

Heritage Guidelines working group sessions — one session for the working group to provide feedback on Heritage Guidelines so that new development complements identified heritage assets within the West Elbow area.

**Community association sessions** — two sessions for community association members to learn more, ask questions and provide feedback.

**Conversation Series** — two sessions to provide additional opportunity to connect with the project team to learn more about the project and ask questions.

We cannot plan
to eliminate parking, or add
infrastructure without the
adequate amount of parking for
residents and visitors.

– Participant



Perhaps if this area became more developed it could be transformed into protected cycle tracks to ensure that people on bikes don't have to give up their space.

- Participant



## **Engagement Timeline**

## Phase 2: EXPLORE

This plan
lacks ambition
and will not go far enough in
addressing housing supply
needs. Specific areas that
worry me: I think the nodes
and corridors are well placed,
but 3-6 storeys is not even
remotely tall enough for
those areas.

- Participant



#### May 7, 2024

Community Association MeetingPhase 2 (Virtual)

### May 9, 2024

» Community Association Meeting– Phase 2 (Sunalta Community Association)

### May 28 to June 24, 2024

- » Engagement Booklets mailed to residents and businesses
- » Engagement Booklets available for pick up at 16 Engagement Stations
- » Online engagement open for feedback

## May 30, 2024

» Heritage Working Group Engagement Session #3: Review Updated Draft Heritage Guideline Area Maps and Policy Direction (cSPACE Marda Loop)

#### June 4, 2024

» Public Engagement Session (Virtual)

#### June 5, 2024

» Working Group Engagement Session #4: Urban Form and Building Scale (Virutal)

#### June 12, 2024

» Public Engagement Session (Elbow Park Residents Association)

#### June 18, 2024

» Public Engagement Session (Virtual)

### June 25, 2024

» Working Group Engagement Session #5: Key Areas for Urban Form and Building Scale Maps (cSPACE Marda Loop)

#### July 23, 2024

» Working Group Engagement Session #6: Urban Form and Building Scale Maps; Implementation Options (Marda Loop Communities Association)

## September 9, 2024

» Conversation Series #1 (The Military Museums)

### September 16, 2024

» Conversation Series #2 (The Military Museums)

# What We Heard and How Feedback Was Actioned

## **Key Themes Heard**

Key themes heard from participants through the second phase of the project included:

### **TOPIC 1: Vision & Core Values**

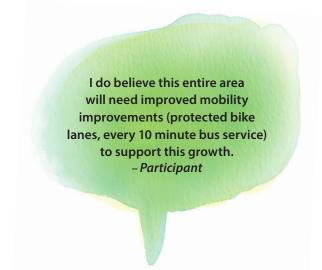
- Some participants are not supportive of the draft vision and core values and seek further refinement to reflect the West Elbow Communities. Other participants requested more clarity around the vision and core values.
- Some participants are generally supportive of the draft vision and core values as they are presented.
- Participants indicated they would like to see the area's history and importance of heritage more clearly reflected in the draft vision and core values.

## **TOPIC 2: Potential Focus Areas for Growth**

- Participants expressed traffic, parking, and mobility concerns when talking about moderate to largescale growth as proposed within the Plan area.
- Participants noted location-specific concerns with moderate to large-scale growth as proposed within the Plan area.
- Participants indicated opposition to the Plan and increased density.
- Participants noted concerns around the ability of current infrastructure and services to be expanded to handle increased density.
- Participants are concerned about potential effects increased density, growth and change could have on their neighbourhood.

## **Draft Chapter 2**

- Participants are concerned with potential inequitable distribution of density across the Plan area.
- Participants expressed location-specific comments related to the draft chapters.
- Participants indicated opposition to the Plan and increased density.





## **Key Changes Made**

## How Feedback Was Actioned

Key changes made to the draft West Elbow Local Area Plan (Plan) based on feedback included:

## Refined Areas for Growth Around Strategic Locations

Areas of moderate-to-large scale growth were revised in various locations throughout the Plan area based on feedback received through engagement in Phase 2. Additionally, select areas previously considered for moderate- to large-scale development (four storeys or more) have been reduced to allow for development up to three storeys. For example, locations along Elbow Drive SW and Richmond Road SW previously proposed for four to six storeys have since been modified to allow for development up to four storeys, and other areas such as 10 Street SW and Carleton Street SW have been removed from higher density considerations and will remain to allow for development up to three storeys. The draft Urban Form and Building Scale maps shown in Phase 3 maintain moderate-to-large scale growth in strategic locations such as along Main Streets, around transit station areas, and along community corridors such as 26 Avenue SW and 16 Street SW.

## 2. Identified Desired Mobility Improvements

The project team received public feedback regarding desired mobility improvements throughout the Plan area. The Plan's draft Chapter 3, which focuses on community improvements, builds off the Plan's six draft core values, including the core value 'Safe and Convenient Mobility', which explores opportunities to improve mobility corridors. These improvements reflect key themes heard, including the need for better east-west connections, addressing missing links in the pathway network, and improving transit station areas. Phase 3 engagement will focus on opportunities to provide additional feedback on community improvements and investment priorities.

## 3. Developed Heritage Guideline Areas and a Heritage-focused Core Value

Heritage Guideline Areas have been drafted in areas of concentrations of heritage assets. New development within identified Heritage Guideline Area precincts will be required to contribute to the ongoing historic nature of those areas by requiring new development to be contextual and sensitive to surrounding historic buildings. Further, the draft core value 'Historic Places and Spaces' has been added to reflect the importance of heritage in the Plan area.

I believe the city should continue to invest in transit networks an infrastructure in this area to help manage increasing density.

- Participant



4. Identified Opportunities for Small-Scale Commercial

The project team has received feedback that some areas would benefit from allowing small-scale commercial interior to communities and along community corridors, allowing people to access amenities closer to home. In response, policies have been added to Chapter 2 that enable small-scale commercial throughout the communities of Bankview, South Calgary, Mission and Cliff Bungalow. Other locations and opportunities for well-integrated commercial uses will continue to be explored in Phase 3.

The map is ambitious and shows a responsible, yet visionary approach for this area.

- Participant



Sustainable, smart growth is critical: growth should not come at the expense of greenspaces, history, safety, or the environment.

- Participant



## 5. Drafted Shadowing Policy for Main Streets

The project team has received feedback about the importance of solar exposure along Main Streets such as 17 Avenue SW and 33 Avenue SW, particularly in areas with high amounts of pedestrian traffic. Draft Chapter 2 includes policy that may require building heights to be modified to meet shadowing policy requirements. For example, sites south of 17 Avenue SW and south of 33 Avenue SW are proposed to have a modified height maximum that reflects shadow studies to protect the adjacent Main Streets from shadowing at specified times.



## What We Did

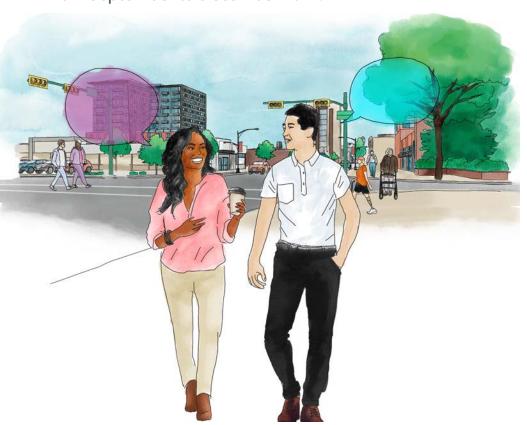
Additional information about key changes made can found within the Phase 2 What We Did Report at calgary.ca/WestElbowPlan



## West Elbow Communities Local Area Planning

# Engagement Summary Phase 3: Refine

This phase was focused on refining the Draft Plan and confirming community improvement ideas. In addition to broad public outreach and engagement, meetings and engagement took place with the general public from September to October 2024, and with targeted participants from September to December 2024.



Awareness building, education and engagement resulting in:

Total **ADS DISPLAYED 701,500+** 

Total **INVOLVED** 

7,100+

Total **ENGAGED** 

900+

**Total CONTRIBUTIONS** 

1,100+



## What We Heard

Detailed information about all outreach and engagement activities can be found on the subsequent pages and within the **Phase 3 What We Heard Report at calgary.ca/WestElbowPlan** 

## **Building Awareness**

Tools used to build awareness of the project and opportunities to get involved included:

- Education and engagement booklets mailed directly to all homes and businesses in the area.
- 16 Engagement Stations were utilized to raise awareness and provide additional education and engagement booklets to community members.
- 18 large-format street level signs located in hightraffic areas
- Two waves of geo-targeted social media ads (Facebook, Twitter, Instagram, Nextdoor).

- Geo-targeted video ads on YouTube.
- Geo-targeted audio ads on Spotify.
- Full page advertisement in six local community newsletters.
- Email updates to project subscribers.
- Communications toolkits provided to local community associations and Ward Councillors to make it easy to help spread the word through their established communications channels and networks.

## Focus of Engagement

This phase was focused on further discussing and refining how redevelopment and revitalization could happen in your community.

**Topic 1: Heritage Guidelines** 

**Topic 2: Draft Urban Form and Building Scale Maps** 

**Topic 3: Community Improvements** 

A revised draft **Chapter 1 & 2** and initial draft **Chapter 3** of the Plan were also available for review and feedback.

"I think the city
needs to very much reinforce
expansion of the tree canopy
across the city, including in these
neighbourhoods."

- Participant



## **Opportunities for Involvement**

**Public education and engagement booklets** – magazinestyle education and engagement booklets mailed to all households and businesses in the Plan area with the opportunity to respond and mail back the feedback form (prepaid return postage provided). Booklets were also available for pick up at 16 Engagement Stations through the Plan area.

**Online public engagement** – opportunity to provide feedback online via desktop or mobile device.

**In-person public engagement** – opportunity to meet the project team face-to-face, ask questions and provide feedback.

**Virtual public engagement** – multiple opportunities to meet the project team online, ask questions and provide feedback.

**Working group sessions** – one session where the working group and project team were able to dig deeper into discussions about the draft Urban Form and Building Scale Maps and ideas for potential future community improvements for the Plan area.

Heritage guidelines working group sessions – one session for the heritage working group to provide feedback on Heritage Guidelines so that new development complements identified heritage assets within the West Elbow area.

Community association / development industry / post-secondary institutions sessions – several sessions for community association, developers or industry representatives, and post-secondary students, to learn more, ask questions and provide feedback.

**Community conversation series** – two sessions to connect with the project team to learn more about the project and ask questions.

"I think we should be more strict about new developments in Heritage Areas when it comes to the design of these new homes." — Participant "For this plan to work, we need improved public transit. We also need to continue to improve our bike and walking pathways, and to maintain them. It is important that bike pathways are a priority for snow removal in the winter. If we are going to have increased density, then we need to have less reliance on cars. I hope this plan goes forward."

- Participant





## **Engagement Timeline**

## Phase 3: REFINE

(Refining the Plan and confirming the community improvement ideas.)

"Consider allowing the highrise on the streets behind these
flagship roads. Make very wide sidewalks
mandatory so that café is an outdoor
space for shops is available."

- Participant



## September 4, 2024

» Heritage Working Group Engagement Session #4: Review Draft Heritage Guideline Policy and Maps

## September 10, 2024

Community Association MeetingPhase 3 (Virtual)

### September 12, 2024

» Community Association Meeting – Phase 3 (Cliff Bungalow – Mission Community Association)

## September 17 to October 15, 2024

- » Engagement Booklets mailed to residents and businesses
- » Engagement Booklets available for pick up at 16 Engagement Stations
- » Online engagement open for feedback

### September 26, 2024

» Public Engagement Session (Virtual)

#### October 2, 2024

» Public Engagement Session (Marda Loop Communities Association)

### October 3, 2024

» Development Industry Session #2 (Virtual)

#### October 9, 2024

» Public Engagement Session (Virtual)

#### November 5, 2024

» Urban Calgary Students Association Session (Earth Sciences Building, The University of Calgary)

#### November 13, 2024

» Pop-up session (Wyckham House, Mount Royal University)

## November 21, 2024

» Working Group Engagement Session #7 (Virtual)

#### November 25, 2024

» School of Architecture Planning and Landscape Session (City Building Design Lab, University of Calgary)

## November 28, 2024

» Pop-up session (MacEwan Hall, University of Calgary)

## December 9, 2024

» Conversation Series #1 (The Water Centre)

### December 12, 2024

» Conversation Series #2 (The Water Centre)

# What We Heard and How Feedback Was Actioned

## **Key Themes Heard**

Key themes heard from participants through the first phase of the project included:

## **TOPIC 1: Heritage Guidelines**

- Participants felt the Guidelines are too restrictive and did not encourage development.
- Participants felt the Guidelines do not go far enough, lacked prescription or the means for enforcement.
- Participants commented on the equitability of distribution of designated Heritage Guideline Areas across communities, and the omission of certain areas and buildings of certain ages from the Guidelines
- Participants made specific comments around the development of multi-residential and multistorey buildings in designated Heritage Guideline Areas
- Participants commented on design features and provided location- and building- specific feedback

## Topic 2: Draft Urban Form and Building Scale Maps

- Participants provided location-specific feedback and suggestions across the West Elbow Communities LAP Plan area when talking about the proposed urban form and building scale growth maps as proposed (for example feedback on commercial use in Rideau/Roxboro and building heights in Erlton and the Holy Cross Centre site).
- Participants highlighted the importance of preserving neighbourhood tree canopy and green spaces.
- Participants expressed concerns around traffic and parking in their communities.
- Participants commented on their perception of inequitable distribution of density across the Plan area.
- Participants voiced concern about the potential effects of growth on privacy, shadowing and property values.
- Participants commented on the level of readiness of infrastructure in the Plan area to accommodate growth.



## What We Heard

Additional information can be found within the **Phase 3 What We Heard Report at calgary.ca/WestElbowPlan** 

## **Topic 3: Community Improvements**

- Participants would like to see more walking and wheeling (Calgary's Pathway and Bikeway Network) connections throughout the Plan area.
- Participants suggested enhancements to the neighbourhood tree canopy, parks and green spaces.
- Participants commented on the need to consider traffic calming enhancements, sidewalk improvements and safety in general in the Plan area.
- Participants commented on the level of readiness of infrastructure in the Plan area to accommodate growth.
- Participants made location-specific comments and suggestions for community improvements.

"I live in Mission,
and something I hear from my
neighbours all the time is that they love the
proximity and variety of commercial areas, and
the pedestrian and cyclist focus of the area. Being
able to walk or bike to my daily needs means I don't
need to use public transit so much, and they are
the top reason I moved to this area and continue
to enjoy living here."

- Participant



## **Key Changes Made**

## How Feedback Was Actioned

Feedback was used to refine the Plan, specifically refinements to the draft Urban Form and Building Scale maps and policies in Chapter 2. Input gathered was also used to help refine and confirm ideas for potential future community improvements in the Plan area. Key changes made to the draft West Elbow Communities Local Area Plan based on feedback included:

## Refinement to Building Scales and Urban Forms in Areas Adjacent to Main Streets

Comments received from Phase 3 engagement noted that building scales and urban form categories along Main Streets could be refined to better align to the surrounding context. We heard that in some of these areas there are inconsistencies in urban form and building scales that should be reconsidered. In response, Map 3: Urban Form and Map 4: Building Scale have been updated to better reflect barriers and opportunities along Main Streets in the Plan area, while recognizing that Main Streets are envisioned as high-activity areas that generally support higher densities than adjacent neighbourhoods.

Feedback included comments that some areas adjacent to Main Streets commercial and mixed-use opportunities should be focused closer to or directly on the Main Street. In response, map refinements have been made along 17 Avenue SW, between 14 Street SW and Crowchild

"Highly support more small-scale commercial in communities. Would love to be able to walk to get a coffee."

- Participant

"I live on a neighborhood connector street. I think it would be good to implement more pedestrian crosswalks with lights and lower speed limits 30-40 km/h max. More biking infrastructure as well. Overall, I think the plan respects current residents needs and uses of public spaces."

- Participant



Trail SW as well as along 14 Street SW, south of 17 Avenue SW, where maximum building scales and commercial uses have been decreased and concentrated to orient toward the Main Streets. Other map amendments have been made to provide more consistency in building scale and urban form along Main Streets. This includes areas such as Marda Loop, particularly along 34 Avenue SW, and in Cliff Bungalow between 4 Street SW and 5 Street SW.

These refinements support higher-scale development in areas near Main Streets and support businesses along Main Streets, while allowing for transitions to adjacent residential areas.

## 2. Higher Intensity Near Transit Station Areas

We heard feedback that there is opportunity in and around select Transit Station Areas to accommodate higher building scales. In response, building scale recommendations in areas around LRT and BRT stations have been further considered and refined. This includes the area south of Sunalta LRT Station, where building scales on the south side of 11 Avenue SW have increased from Mid Scale (up to 12 storeys) to High Scale (up to 26 storeys), and the north side of 12 Avenue SW increased from Low Scale (up to 6 storeys) to Mid Scale (up to 12 storeys). These refinements support higher density development within proximity to transit stations, supporting public transit ridership and transit-oriented development.

## 3. Garrison Woods Special Policy Area

We heard that people value the military history of the Canadian Forces Base (CFB) East area, comprising the community of Garrison Woods today. People feel that future developments should respect the area's history. Until 1998, CFB East served as the Private Married Quarters (PMQs) for the military base, many of which were renovated as part of the redevelopment of CFB East into the Garrison Woods community. A special policy area has been drafted in Chapter 2, which identifies blocks in the Garrison Woods community with PMQs that have been retained and renovated. These policies will inform new developments to take inspiration from surrounding PMQ housing and reflect the historic nature of residential development in the area.

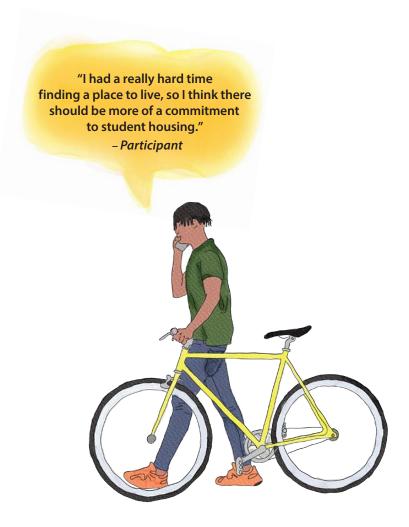
## 4. Policy Guidance for Park and Open Space Improvements

We heard a range of perspectives from the public confirming ideas for better connecting the parks and open space network throughout the Plan area and opportunities for specific park improvements. In response, community improvements and investment priorities in draft Chapter 3 have been refined to include policies to support the provision of new parks and open spaces. These policies prioritize new park opportunities in communities that are below parks provision targets and developing green corridors that better connect existing parks and open spaces.

Feedback we heard for specific park improvements, including for South Calgary Park, Glenmore Athletic Park, and Lindsay Park, identified current challenges and suggestions on how to better balance uses to best serve all park users. This informed policies to guide future improvements to each park unique to their context, including opportunities for new civic facilities, improving access to parks, and green infrastructure recommendations to improve and protect park ecological functions. These revisions aim to improve the park and open space network in the Plan area to meet the evolving needs of residents and all park users.

## 5. Refinements to Heritage Guidelines

We received input informing the draft Heritage Guidelines, including recommendations for refinements and additional policy suggestions. In response, refinements have been made to plan wide and area specific Heritage Guideline policies. These refinements include advancements to general policies around site design, landscape (such as discouraging artificial turf), and building design (such as discouraging vinyl siding), as well as new policies specific to Heritage Guideline Area precincts. Further, a supplemental Heritage Guidelines Implementation Guide will be drafted to provide a concise document to support policy implementation and use of these Guidelines in practice.





## What We Did

Additional information about key changes made can found within the **Phase 3 What We Did Report and Summary of Map Changes at calgary.ca/WestElbowPlan** 

## **Participation Summary**

## **Phase 4: Realize**

This final phase of the project was focused on sharing the final draft Plan with the public, community associations, Business Improvement Area representatives, students, development industry members and the working groups. and bringing the proposed Plan forward to Committee and Council for review and decision.

## **Engagement Timeline**

## December 4, 2024

» Heritage Working Group Engagement Session #5: Final draft Heritage Guidelines (Scarboro Community Association)

#### January 7, 2025

» Community Association Meeting – Phase 4 (Scarboro Community Association)

## January 9, 2025

» Community Association Meeting – Phase 4 (Virtual)

## January 14 to February 4, 2025

- » Information Booklets mailed to residents and businesses
- » Information Booklets available for pick up at 16 Engagement Stations
- » Final draft Plan available online

### January 16, 2025

» Working Group Engagement Session #8: Final draft Plan (Elbow Park Residents Association)

#### January 21, 2025

» Public Information Session (Virtual)

### **January 28, 2025**

» Public Information Session (cSPACE Marda Loop)

## **February 3, 2025**

» Public Information Session (Virtual)

## February 25, 2025

» Conversation Series #1 (MNP Community & Sport Centre)

#### March 3, 2025

» Conversation Series #2 (MNP Community & Sport Centre)

#### March 18, 2025

» Pop-up Session (Wyckham House, Mount Royal University)

#### March 20, 2025

» Pop-up Session (Earth Sciences Building, University of Calgary)

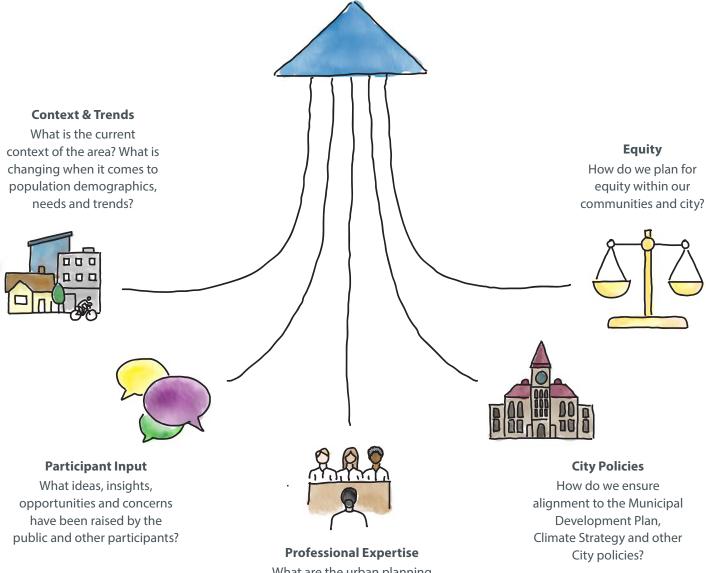
"We love the idea of additional businesses in our already vibrant neighbourhood. We support population density to intern support these businesses."

- Participant



## **Local Area Plan – Key Considerations**





What are the urban planning best practices, what is economically feasible and technically possible?

## **Creating the Local Area Plan**











#### Phase 0: Discover

Pre-project research, relationship building, and knowledge transfer.

## Phase 1: Envision

Looking back at the past, understanding the present and envisioning the future of the area.

## Phase 2: Explore

Exploring where and how growth and change could happen in the area.

## **Phase 3: Refine**

Refining the plan and confirming the community improvements.

## Phase 4: Realize

Committee and Council review and decision.







#### **CHAPTER 1:**

## **VISUALIZING GROWTH**

What do we know about the history of the area, what's loved about the area today, what could be improved, and what's the vision for the future?

#### CHAPTER 2:

## **ENABLING GROWTH**

What type of growth makes sense where and what local/ custom direction is needed to realize great development in this area?

## **CHAPTER 3:**

## **SUPPORTING GROWTH**

If growth occurs, what physical and social investments are needed?

## History & Current State history of the area and

history of the area and current context.

#### Vision

statement that outlines the vision for the area's future

#### Core Values

key priorities to keep in mind as the area evolves in the future

## • Future Growth Concept

Urban Form & Building Scale Maps outline a future vision for the types and forms of new development through the Plan area

## Development direction

development policies that provide direction to help shape and guide decisions on future development proposals

## Future investment goals & objectives

goals and objectives aligned with the Plan's core values

## • Implementation options

specific implementation actions or investment options to achieve the supporting growth objectives

## What We Heard & What We Did Reports

The West Elbow Communities Local Area Plan was informed by input provided by thousands of participants over multiple phases and multiple years.

Plan sets the vision for the next 30 years – providing direction on future development and investment that residents, landowners, builders/developers, City Planners and Council can commonly refer to as new development and investment ideas are proposed.

For more detailed information about what was heard through the project or to learn more about how input provided in each phase informed the creation and refinement of the West Elbow Communities Local Area Plan, please review the following What We Heard & What We Did reports.

Phase 1 What We Heard Report

Phase 1 What We Did Report

Phase 2 What We Heard Report

Phase 2 What We Did Report

Phase 3 What We Heard Report

Phase 3 What We Did Report

## **Lessons Learned**

Over the past six years, the Local Area Planning team in Community Planning has taken an iterative approach that continues to improve and enhance how local area plans are developed through the Local Area Planning Program. The West Elbow Communities project team has continued to incorporate lessons learned from the previous seven local area plans, resulting in additional innovative strategies and improvements to engagement, policy, and internal processes.

## **Engagement Highlights**

A robust engagement process is at the heart of the Local Area Planning Program. Continuous process improvements through lessons learned will continue to enhance our Program as new plans are developed across Calgary.

## **Innovative Strategies**

## **Refined Growth Concept Map**

• The West Elbow Communities have mix of housing forms, ranging from single-detached homes to residential towers. As growth in the West Elbow Communities area was anticipated to include a range of building scales a refined growth concept map was developed for Phase 2 of engagement, based on lessons learned from previous local area planning projects. Rather than only including a category for development four storeys or more, the growth concept map for Phase 2 included three categories of future growth (4-6 storeys, 7-12 storeys and greater than 12 storeys). This allowed the team to gather more detailed feedback in Phase 2 of the project to inform refinements to the draft Building Scale map shared in Phase 3.

## **Heritage Working Group**

- The West Elbow Communities include the greatest concentration of Heritage Guideline Areas of any local area plan, containing the majority of Calgary's Heritage Guideline Areas. For many members of communities with concentrations of heritage assets, the historic character of the area is an important value for them. The West Elbow Communities Local Area Plan created a Heritage Working Group comprised of area residents, industry members and heritage advocates to help create and refine the Heritage Guideline Area policies for the Plan.
- Based on analysis of historic development trends and styles, and feedback from the
  Heritage Working Group, the Plan created four different Heritage Guideline Area
  precincts in the plan, with slightly different policies to reflect differing architectural
  styles of the various communities, which is different from previous plans with Heritage
  Guidelines which did not have separate precinct policies.

## **Improvements**

## **Conversational Video Presentations**

Building on lessons learned from Phases 1 and 2 of the project, we shortened the
length of online video presentations for Phases 3 and 4 to be more conversational and
consumable for the public. The new video presentation formats are approximately
three to five minutes, highlighting the key ideas and topics for each phase of the
project, with a greater focus on graphics to explain our work and what feedback we are
collecting.

## **Enhanced Engagement Booklets**

 Several enhancements have been made to the phase engagement booklets to improve user experience and readability. The cover page now includes a QR code that links to the project webpage, the phase's engagement timeline, and a larger font to identify the booklet as an important City of Calgary engagement booklet. Additionally, the booklet content has been further refined to include more effective graphics and project-specific FAQs.

## **New Engagement Activities**

• Building on relationships with students at the University of Calgary developed through the South Shaganappi Communities Local Area Planning Project, we hosted several engagement activities at the University of Calgary and Mount Royal University including workshops, pop-ups, and open houses. In Phase 3 we held in-person workshops to gather feedback on the Urban Form and Building Scale maps. Pop-up events were held at the University of Calgary and Mount Royal University to solicit feedback during Phase 3, particularly around community improvements in the area.

## Policy Highlights

Policies in local area plans guide future growth and change. As the Local Area Planning Program continues to evolve, additional policy considerations and enhancements are being introduced into local area plans.

## **Innovative Strategies**

## **New Executive Summary**

 As a result of the discussion when the Riley Communities Local Area Plan was presented at the Infrastructure and Planning Committee in 2024 October, an Executive Summary was added to the West Elbow Communities Local Area Plan (Plan) to provide an overview of the Plan in an easy to understand, visually appealing way. The executive summary speaks to the current context and future evolution of the West Elbow Communities and highlights the key moves of the Plan, linking to the community investment priorities in Chapter 3. The section also provides readers with information on how to read the Plan, which enables better interpretation of policy.

#### **Shadow Policies for Main Streets**

• The West Elbow Communities contain six Main Streets, some of which, including 17 Avenue SW, 4 Street SW and 33 Avenue SW, are some of Calgary's most desirable and highest pedestrian activity areas in Calgary, with high concentrations of patios, outdoor seating and street activity. These are also areas of high demand for growth. Balancing the desire for growth in these areas with continuing to provide a high-quality pedestrian environment resulted in the creation of shadowing policies for Main Streets in order to mitigate the effects of shadows from taller buildings on the streetscape. Shadow policies were developed for all Main Streets to minimize shadows through design options such as tower separation, floor plate restrictions or tower orientation. The portion of 17 Avenue SW between 4 Street SW and 14 Street SW, which contains the greatest concentration of pedestrian activity in the area, and the portion of 33 Avenue SW west of 20 Street SW, have more restrictive shadow policies, limiting any shadowing on the north sidewalk during Spring and Summer.

#### **Improvements**

#### **Plan Specific Community Improvements**

- Investment opportunities/community improvements found in Chapter 3 of the Plan
  provide high-level direction for future community improvement projects but allows for
  flexibility when specific improvements are implemented.
- These changes allow for better alignment with projects chosen to be funded through the Local Area Implementation Fund.

#### **Garrison Woods Special Policy Area**

• Through engagement, many members of the public highlighted the importance of Garrison Woods and its military history. While this area would not meet the criteria for a Heritage Guideline Area, many felt that new development should reflect the military history and architectural style of the community. A special policy area was applied to blocks in the community that contain former PMQ (Private Married Quarters) housing, requiring that new development reflects the historic character of the area.

#### Internal Processes

Continuous process improvements are integral to the Local Area Planning Program. We consistently seek opportunities to enhance our methods, workflows and ways we work together to create and sustain local area plans.

#### **Innovative Strategies**

#### **Simultaneous Projects**

The West Elbow Communities Local Area Planning Project I ran approximately one
phase behind the South Shaganappi Communities and Chinook Communities Local
Area Planning Projects. This allowed lessons from those two plans to inform changes
to processes and tactics for in the development of the Plan.

#### **Cross-departmental Coordination**

 Mobility and Parks representatives attended our in-person open houses to provide support on answering questions related to mobility and parks, which were key topics throughout all phases of the project. Representatives from the Marda Loop Main Streets project were also present at public open houses given the public's interest in the project.

#### **Improvements**

#### Calgary Planning Commission (CPC) Workshop

The project team held a CPC Closed Session Workshop earlier in the process than
previous generation of local area plans. By having this session prior to finalizing
materials for the Phase 3 launch, the project team was able to incorporate
Commissioners' input into the draft Plan prior to it being publicly released.

#### **Project Alignment and Consistency**

 The West Elbow, South Shaganappi Communities and Chinook Communities local area planning projects continued to improve consistency and alignment in policies through meeting and collaborating regularly. Achieving greater consistency across local area plans allows planners, industry, and the public to interpret policies more easily.

### Calgary Planning Commission Review

Summary of comments from Calgary Planning Commission – 2024 July 25 Closed Session workshop and Administration's follow up.

Comments	Edits	Administration Follow Up		
Topic 1: Draft Urban Form and I	Building Scale Maps			
Avenue/Council Way SW (east s	1A: Using 14 Street SW as an example, should the sites located at 34 Avenue (west side), 33 Avenue/Council Way SW (east side) and 23 to 26 Avenues SW (west side) be kept at up to 12 storeys, or should these be reduced to a building scale of up to 6 storeys?			
_	The building scale was reduced at 33 Avenue SW and 34 Avenue SW in response to commissioner's comments, but maintained between 23 Avenue SW and 26 Avenue SW.			
west of 20 Street SW be kept at to up to 6 storeys??	a building scale of up to 12 store	ys, or should these be reduced		
Panel members provided varied perspectives on the appropriateness of taller buildings in these locations. Some panel members noted the 34 Avenue SW and 20 Street SW location is a unique condition, an area of high demand and the centre of	The building scale was modified in this area to be a up to of 16 storeys, and to include shadowing policies to supplement the Building Scale map.	Given the uniqueness of this area, proximity to the Marda Loop MAX BRT station and general support from commission, this area was increased to a modified building scale of up to 16 storeys.		

activity in the area and warrants

higher building scale. Others felt		
the building scale was too high,		
or that transit service would		
need to be better to serve		
additional growth.		
_	imple, should the street be given	* *
storeys), with the commercial s	ites between 38 and 40 Avenues	SW and the north side of 48
Avenue SW be low scale (up to	6 storeys)? Or should the street I	be reduced to a limited scale
(up to 3 storeys), with the comn	nercial sites being reduced to low	r-modified scale (up to 4
storeys)?		
Panel members expressed	Building scale and urban form	The Plan envisions community
general support for up to 4	maintained in this area given	corridors such as 16 Street SW
storeys along the corridor and	general support from	as lower-activity corridors
up to 6 storeys at commercial	commission.	compared to Main Streets, but
sites. Panel members also	Commission.	· ·
		still allowing local commercial
expressed support for		amenities. The Low-Modified
Neighbourhood Connector and		(up to 4 storeys) building scale
Neighbourhood Flex urban form		allows for a variety of building
categories. Panel members		types without being out of
supported up to 4 storeys as it		context with existing
allows for a variety of housing		development. The Low (up to 6
types apart of typical apartments		storeys) building scale facilitates
or rowhouses.		mixed use development on
		existing commercial sites.
_	Commercial UFC area on 33 Ave	nue SW be extended east past
19 Street SW? If so, how far sho	ould it extend?	
Panel members felt the	No changes were made.	No follow-up was required.
Neighbourhood Commercial	S .	· ·
area was appropriate as shown.		
ана на арргориан и споли		
3B: Should the Neighbourhood	Flex UFC area on 14 Street SW be	e extended to include the
section between 17 Avenue SW	and 23 Avenue SW?	
Panel members expressed	No changes were made.	No follow-up was required.
general support for urban form	in the stanges were made.	snow up mad roquirou.
categories as proposed given		
the grade constraints in this		
area.		
aroa.		
3C: Should the Neighbourhood	Connector UFC areas in South C	algary (between 26 Avenue SW
and 33 Avenue SW) be reduced to just key corridors such as 20 Street SW and 16 Street SW?		
Panel members expressed	The Neighbourhood Commercial	The Plan aims to facilitate small-
general support for more	urban form category was	scale, local commercial
neighbourhood-scaled shops	removed from corridors other	amenities in these communities
noighboarnood-soaled shops	Tomovou nom comucio culei	amonitos in trioso communitos

and services in these areas, particularly in communities of South Calgary, Bankview, Mission and Cliff Bungalow. Some panel members contended that the Neighbourhood Connector urban form category should be applied broadly to entire communities such as South Calgary and Bankview.

than 20 Street SW and 16 Street (later revised). A policy was added to Neighbourhood Local urban form policies that allow small scale commercial in the communities of South Calgary, Bankview, Mission and Cliff Bungalow.

to allow for more daily needs to be met within walking distance. Members of the public expressed a desire for more local shops and services. The Plan provides more opportunities for these through the use of the Neighbourhood Connector urban form category, and/or enabling policies in the Neighbourhood Local urban form category.

## 3D: Should the Neighbourhood Connector UFC be applied around Buckmaster Park in Bankview, or should this be left as the Neighbourhood Local UFC?

Panel members supported the idea of applying Neighbourhood Connector around Buckmaster Park. Panel members viewed the proposal as enabling innovation and creativity, facilitating gradual change and supporting improvements to the park space.

No changes were made.

The Plan aims to activate park spaces throughout the Plan area, and Buckmaster Park is a prime example of a park that could benefit from adjacent commercial spaces. The application of the Neighbourhood Connector urban form category around the perimeter of the park allows for flexibility in the provision of commercial amenities rather than dictating a particular location or property.



IP2025-0281 ATTACHMENT 7

#### **BYLAW NUMBER 43P2025**

#### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE LAND USE BYLAW 1P2007 (IP2025-0281)

WHEREAS it is desirable to amend the Land Use Bylaw 1P2007, as amended;

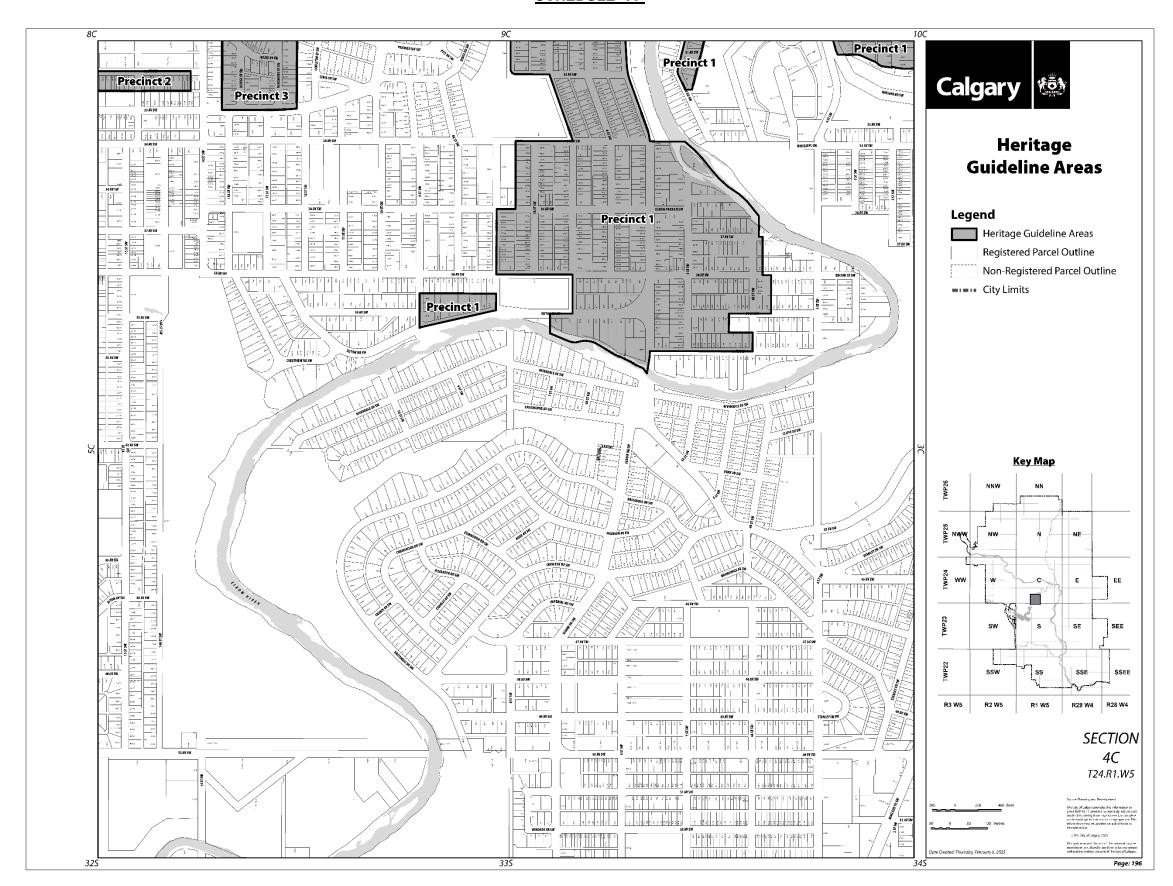
**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

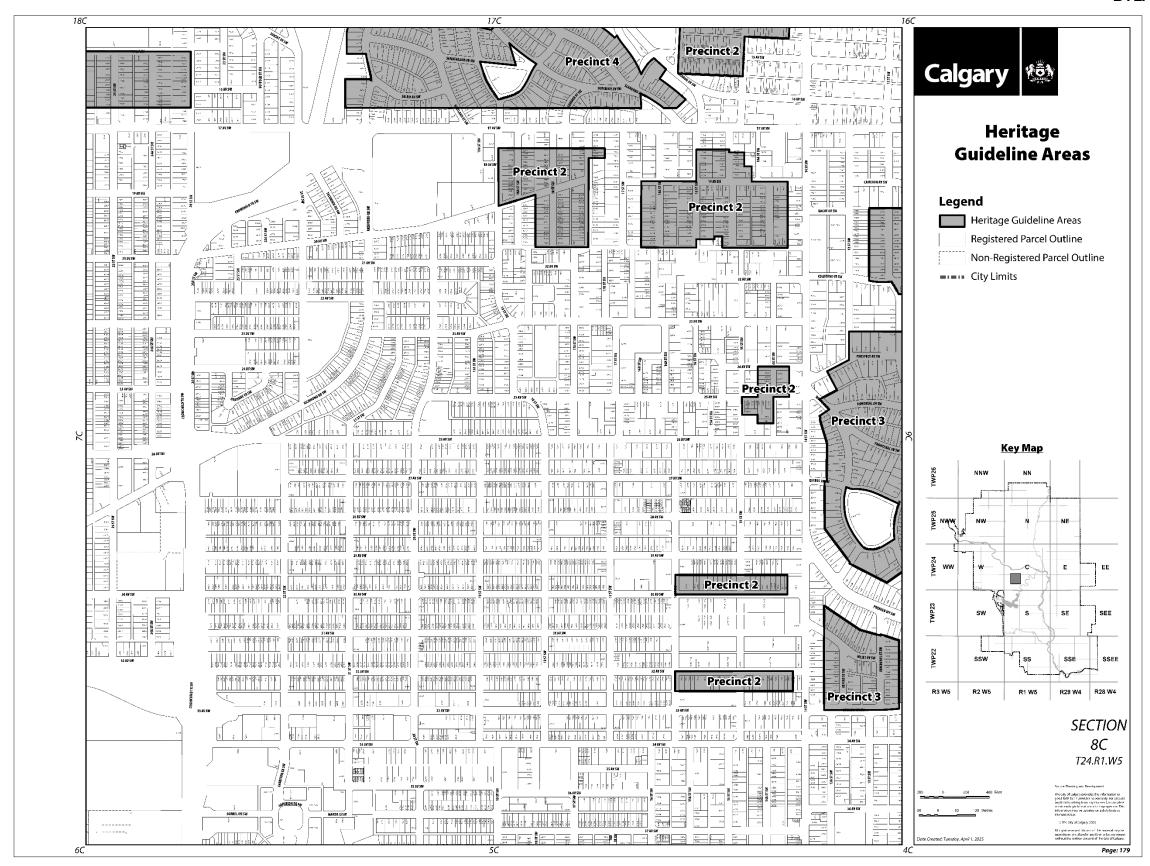
## NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

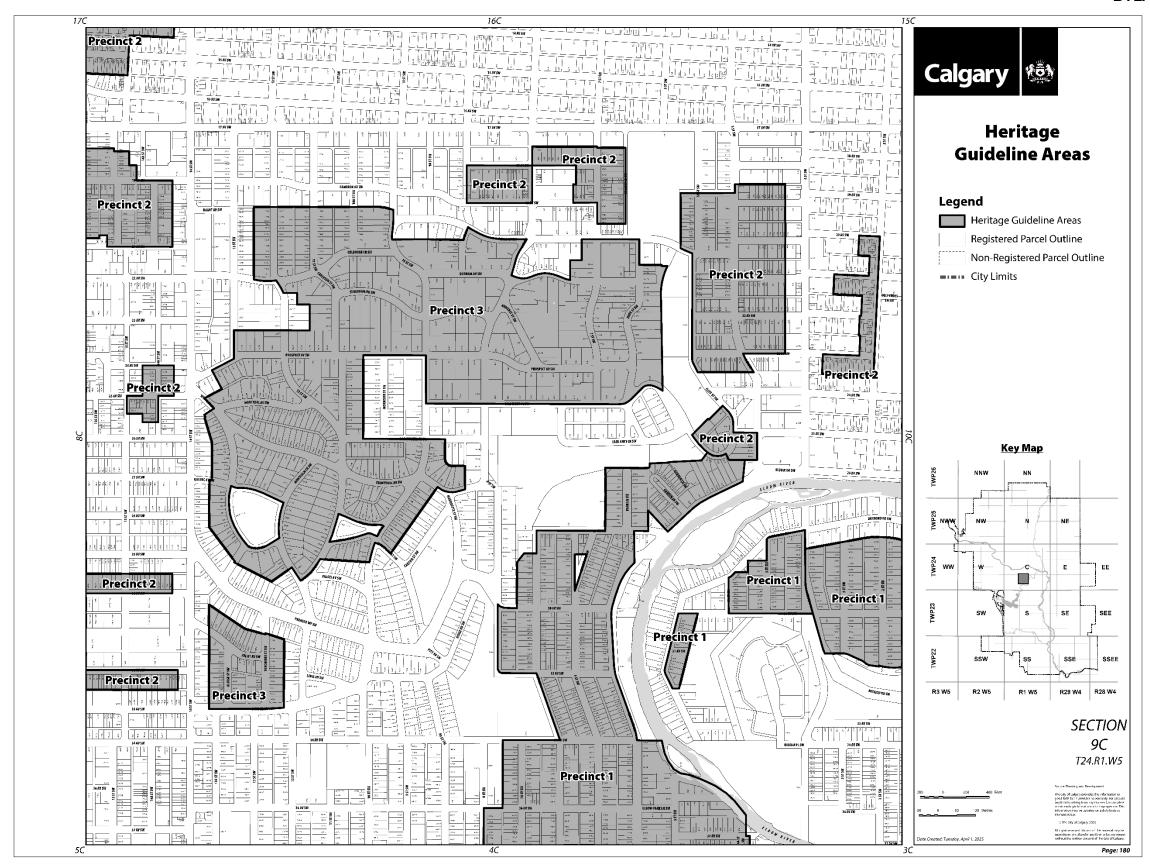
- 1. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:
  - (a) Delete the existing Heritage Guideline Areas Maps for Section 8C and Section 17C; and,
  - (b) Add the maps attached as Schedule "A" to the Heritage Guideline Areas Maps, to be deposited with the City Clerk.

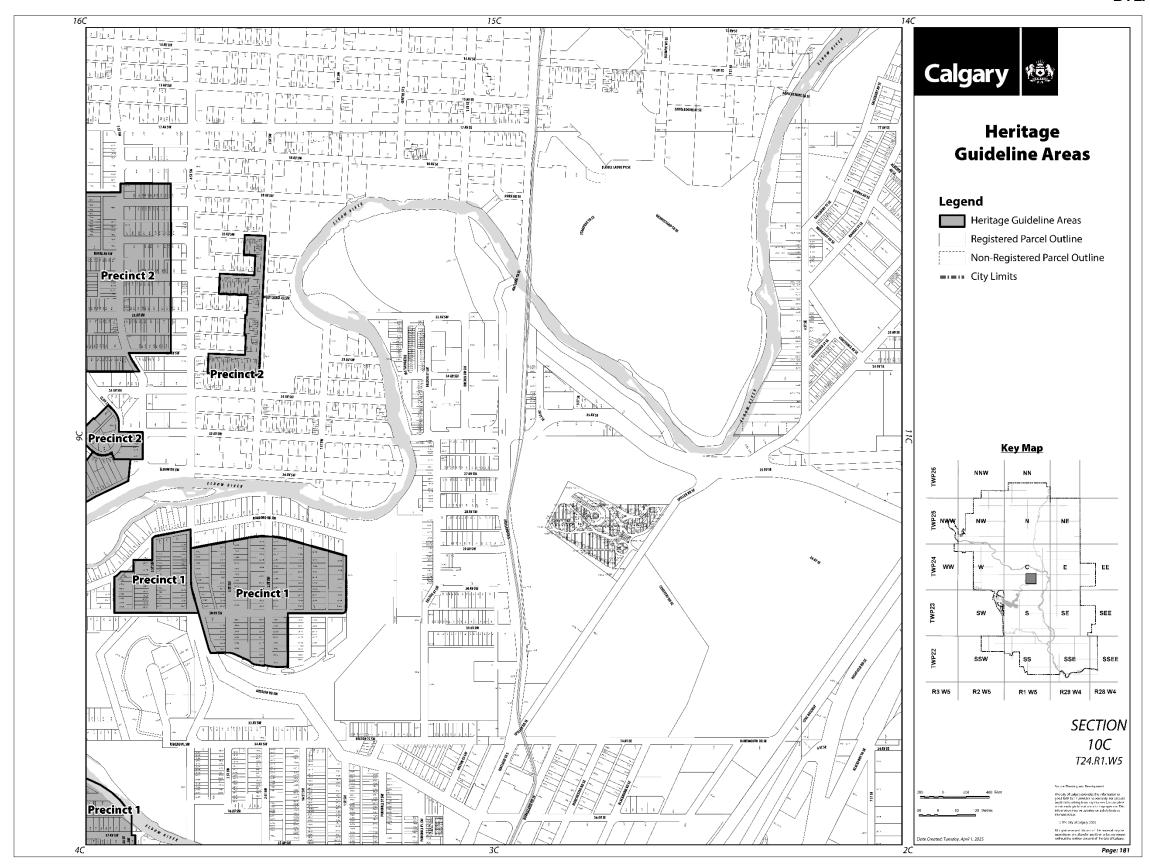
2.	This Bylaw comes into force on the	e date it is passed.	
READ	A FIRST TIME ON		
READ	A SECOND TIME ON		
READ	A THIRD TIME ON		
		MAYOR	
		SIGNED ON	
		CITY CLERK	
		SIGNED ON	

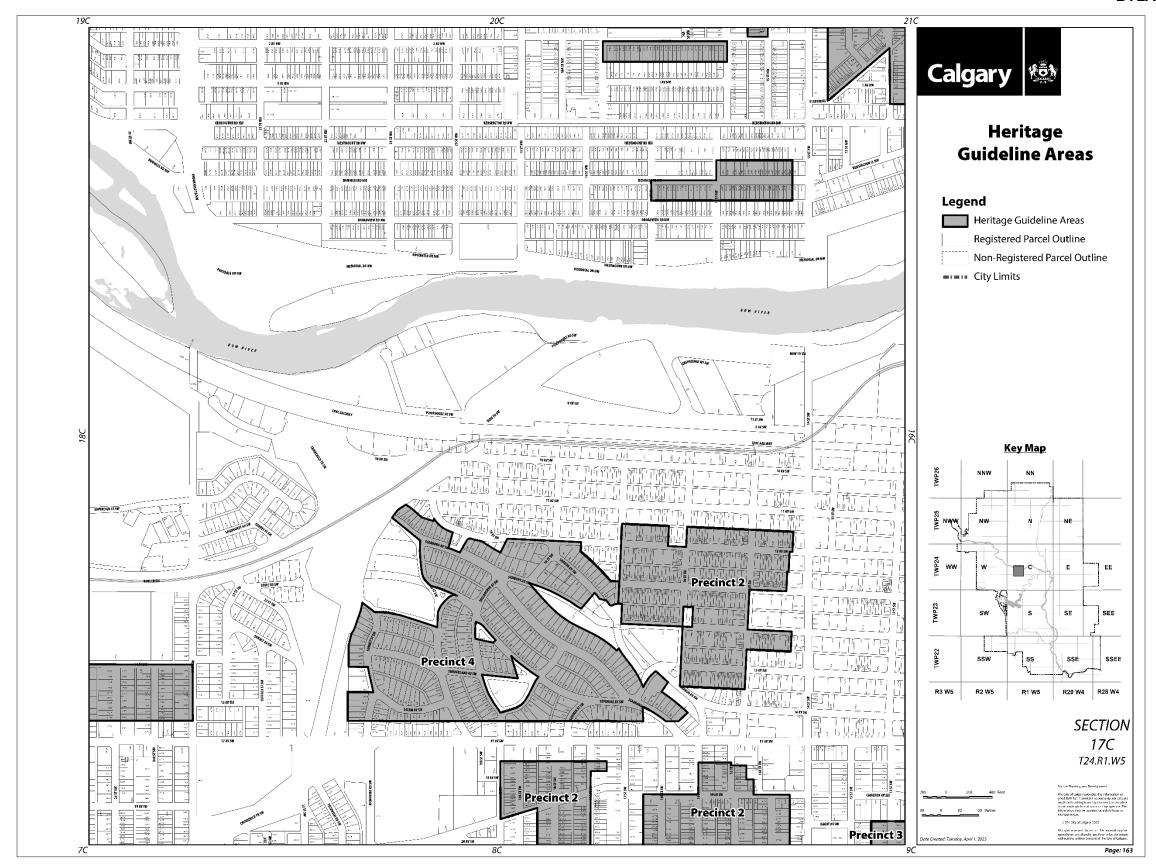
#### **SCHEDULE "A"**















# **West Elbow Communities Local Area Plan**

IP2025-0281 2025 April 02

# Recommendation

#### **RECOMMENDATION(S):**

That Infrastructure and Planning Committee:

1. Forward this Report to the 2025 May 06 Public Hearing Meeting of Council; and

That Infrastructure and Planning Committee recommend that Council:

- 2. Give three readings to the proposed bylaw, the proposed West Elbow Communities Local Area Plan and repeal the Bylaw 13P81 Bankview Area Redevelopment Plan, Bylaw 2P93 Cliff Bungalow Area Redevelopment Plan, Bylaw 15P84 Erlton Area Redevelopment Plan, Bylaw 20P82 Lower Mount Royal Area Redevelopment Plan, Bylaw 3P2014 Marda Loop Area Redevelopment Plan, Bylaw 12P2004 Mission Area Redevelopment Plan, Bylaw 17P85 Richmond Area Redevelopment Plan, Bylaw 13P86 South Calgary/Altadore Area Redevelopment Plan, Bylaw 13P82 Sunalta Area Redevelopment Plan, and Bylaw 7P96 Upper Mount Royal Area Redevelopment Plan (Attachment 2)
- 3. Give three readings to the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas (Attachment 7)
- 4. RESCIND by resolution the CFB East Community Plan.

West Elbow Communities Local Area Plan

# Calgary Context





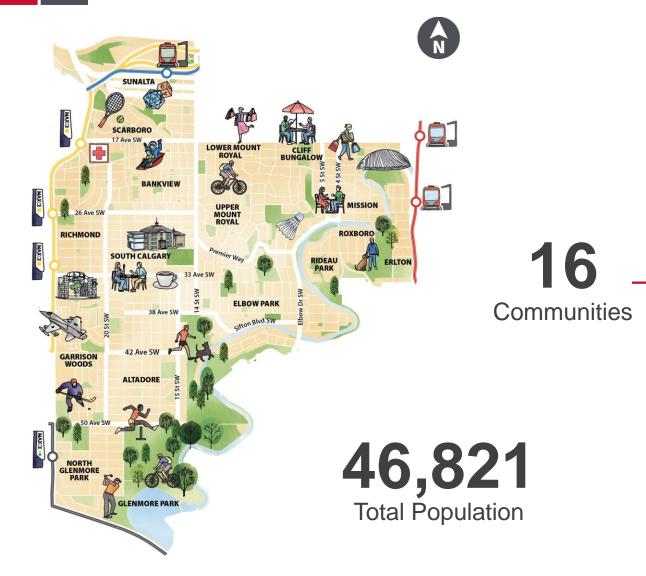


# Calgary Past Communities



# Calgary (\*\*\*)

# **Present Communities**



Altadore

Bankview

Cliff Bungalow

Elbow Park

**Erlton** 

**Garrison Woods** 

**Lower Mount Royal** 

Mission

North Glenmore Park

Scarboro

South Calgary

Sunalta

Richmond

Rideau Park

Roxboro

**Upper Mount Royal** 



# **Engagement Summary**

# 1.5+ years

To create the West Elbow **Communities Local Area Plan** 

phases of public participation

3.4K+ direct engagement participation

instances of

engagement events

targeted 1 9 targeted engagements

22 public sessions

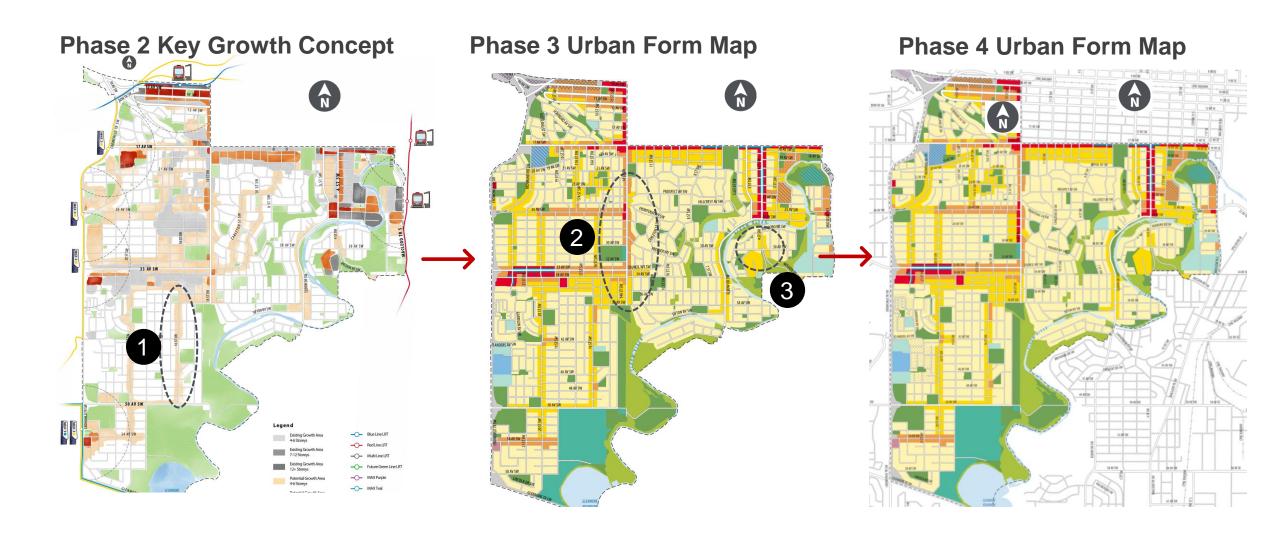
walking tours

working group sessions



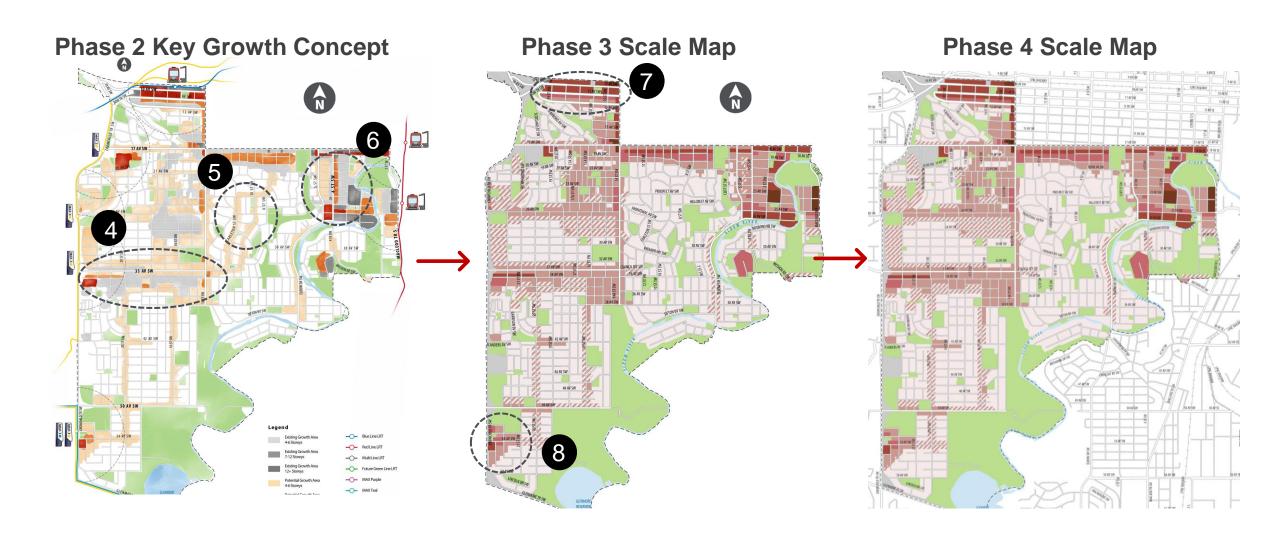


# Calgary Urban Form Map Evolution



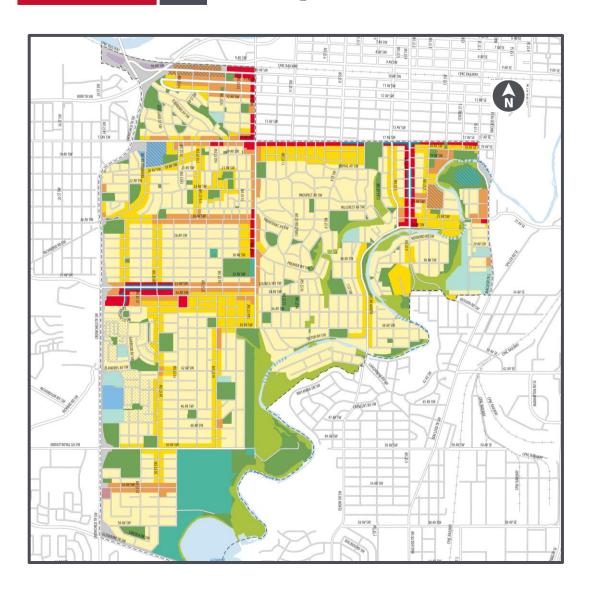


# **Building Scale Map Evolution**





# Calgary Proposed Urban Form & Building Scale Maps







# **Historical Places and Spaces**



# **Celebrating Unique Histories** of the West Elbow **Communities**

- Created Heritage Guidelines for 10 communities
- Opportunities for conservation and storytelling in historic communities and locations in the Plan area

10 ISC: Unrestricted West Elbow Communities Local Area Plan



# **Housing for All**



# Support diverse housing options to meet the evolving needs of existing and future residents

- Added policy for Garrison
   Woods to reflect historic nature
   of development
- Focusing growth near LRT
   Stations, BRT Stations, Main
   Streets, and community
   corridors

ISC: Unrestricted West Elbow Communities Local Area Plan



# Parks, Open Space and Natural Areas



# **Enhancing existing parks, open** spaces and natural areas

- Enhancing natural areas, including the Elbow River Valley
- Identifying improvements in parks, open spaces, and natural areas including Glenmore Athletic Park, South Calgary Park, and Lindsay Park

12 ISC: Unrestricted West Elbow Communities Local Area Plan



# ( D

# Safe and Convenient Mobility



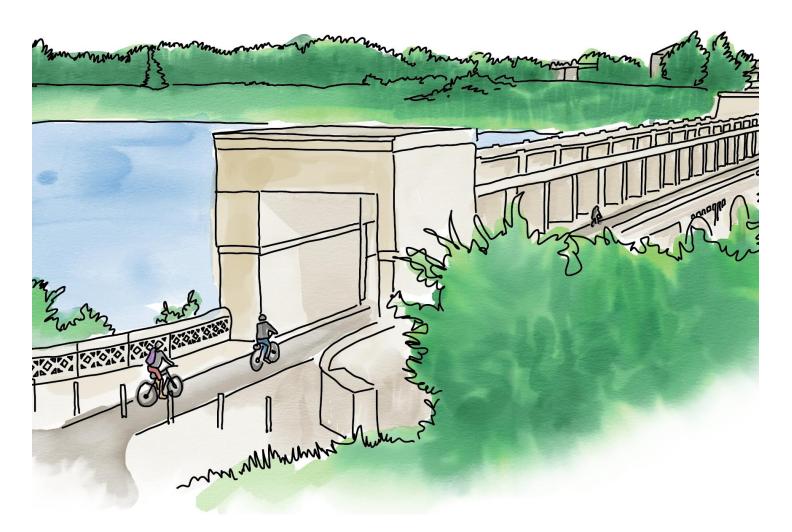
# Improving the safety and accessibility of mobility options

- Highlighting opportunities to improve active modes missing links, such as along the Elbow River pathway system
- Supporting improvements to transit station areas including around Sunalta and Erlton LRT Stations

SC: Unrestricted West Elbow Communities Local Area Plan



# **Climate Resiliency**



# Identifying mitigation measures that address hazards caused by changing climate

- Opportunities to reduce vulnerability from climate events such as flooding, particularly adjacent to the Elbow River
- Supporting sustainable development practices

ISC: Unrestricted West Elbow Communities Local Area Plan



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# **Daily Needs and Amenities**



# Enabling a diversity of businesses and improving access to amenities

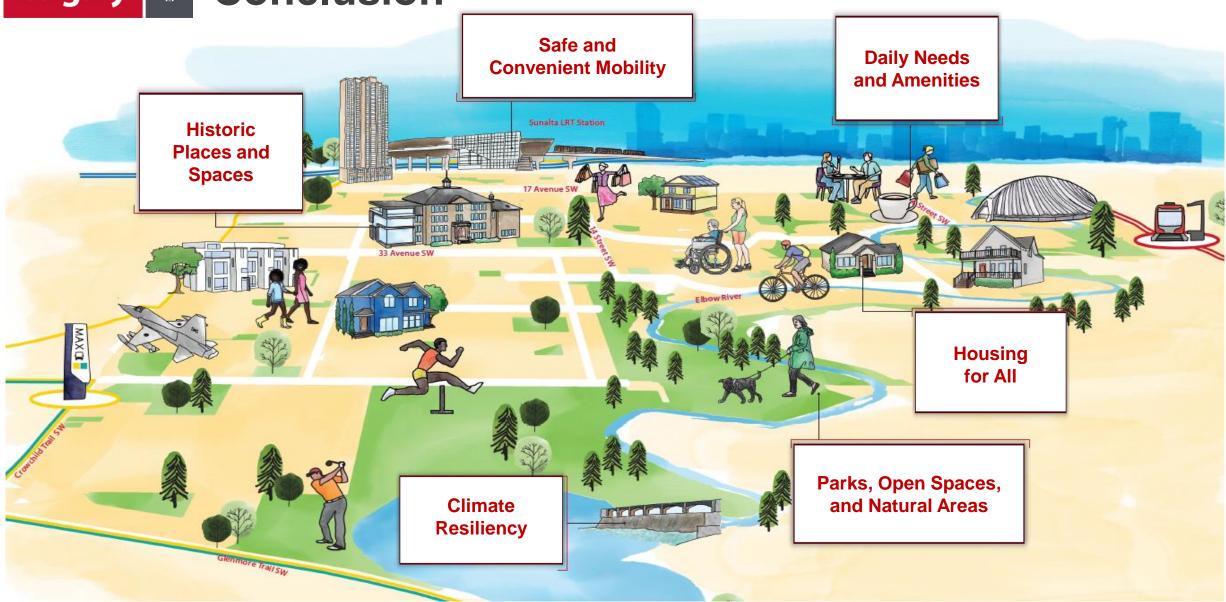
- Opportunities for local commercial along community corridors and within communities such as Bankview, Cliff Bungalow, Mission, and South Calgary
- Highlighting opportunities for improvements along the Plan area's six Main Streets

ISC: Unrestricted West Elbow Communities Local Area Plan





# Conclusion



# Recommendation

#### **RECOMMENDATION(S):**

That Infrastructure and Planning Committee:

1. Forward this Report to the 2025 May 06 Public Hearing Meeting of Council; and

That Infrastructure and Planning Committee recommend that Council:

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- 4. RESCIND by resolution the CFB East Community Plan.



CC 968 (R2024-05)

#### FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

### ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Shirine
Last name [required]	Lund
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required]	Apr 2, 2025
What agenda item do you wish to comme	ent on? (Refer to the Council or Committee agenda published here.)
[required] - max 75 characters	West Elbow Communities Local Area Plan
Are you in favour or opposition of the issue? [required]	In favour

ISC: Unrestricted 1/2

10:25:44 AM



CC 968 (R2024-05)

ATTACHMENT\_01\_FILENAME

ATTACHMENT\_02\_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please refer to the proposed report, Land Use, section 2.2.4.3 c indicating "No new cemeteries or expansion of existing cemeteries should be supported". Erlton community hosts many cemeteries. Currently it has vacant land delineated and zoned S-CRI permitting cemetery expansion. The council should consider changing the S-CRI to the blanket R-CG1 allowing affordeble housing to be built. This change will be in support of the fundemental pillars of LAP for Erlton being blessed by Erlton LRT station, 39A LRT station, bus 10 access, walking distance to downtown, access to ameneties on 4th streeet SW, MNP, etc. This change will allow Erlton to remain for living people while acknowledging the presense of the existing cemeteries..



CC 968 (R2024-05)

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First name [required]	Shirine
Last name [required]	Lund
How do you wish to attend?	
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[required] - max 75 characters	West Elbow Communities Local Area Plan
Are you in favour or opposition of the issue? [required]	In favour

ISC: Unrestricted 1/2



CC 968 (R2024-05)

ATTACHMENT\_01\_FILENAME

ATTACHMENT\_02\_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please refer to the report page 46, section 2.2.4.3, Policy, Land Use, item c indicating: "No new cemeteries or expansion of existing cemeteries should be supported" Erlton community is hosting several cemeteries. Currently in Erlton there are parcels of vacant lots that are delineated and have the S-CRI zoning permitting cemetery expansion. The city can consider replacing S-CRI with the blanket zoning of R-CG1 allowing construction of affordable housing or other non- cemetery enhancements. Erlton is blessed with Erlton/Stampede and 39A LRT stations, bus route no.10, walking access to 4th Street S.W. and its amenities, easy access to MNP, etc. As such it offers all the basic fundamentals that LAP is promoting. The irony is that in front of my house LAP is allowing four story building and behind my house the current zoning allows cemetery expansion. Why not, once and for all put a firm stop on cemetery expansion and keep Erlton for the living people.

The Urban Form map in the report identifies the cemeteries in Erlton with colour light blue. The legend description is "Private Institutional and Recreation, Indoor and outdoor recreation facilities on private land" The cemeteries in Erlton do not fit this description and require unique independent colour coding for cemetery to eliminate confusion.



CC 968 (R2024-05)

#### FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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## ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

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First name [required]	Michelle
Last name [required]	Veitch
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required]	Apr 2, 2025
What agenda item do you wish to comme	ent on? (Refer to the Council or Committee agenda published here.)
[required] - max 75 characters	Proposed West Elbow Communities Local Area Plan
Are you in favour or opposition of the issue? [required]	In opposition

ISC: Unrestricted 1/2



CC 968 (R2024-05)

ATTACHMENT\_01\_FILENAME

ATTACHMENT\_02\_FILENAME

I am writing to object to WELAP and specifically the proposed changes to building height allowances up to 16 story buildings on 34 Ave SW from Crowchild Trail to 20th Street SW. As a resident in one of the neighboring condos, I object to the noise, pollution, congestion and strain this would cause and the downsides of such high density development including the potential displacement of existing residents leading to housing uncertainty.

The proposed changes deviates from the existing Marda Loop Area Development Plan (MLADP) (2014) which has successfully resulted in a steady growth of housing, low density mixed residential/commercial buildings, and small-scale shops and boutiques. To date there has been no clear justification or vision for the proposed changes along 34th Avenue although the following goals have been identified: 1. convert 34th Ave to a main street; 2. address housing affordability; 3 develop a transportation hub; 4. and procure investments to address municipal budget shortfalls.

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

My response to these points are as follows: 1. 34 Ave is not suitable as a main street due to its high proportion of residential complexes; 2. With the ongoing residential developments in Marda Loop, the neighborhood is doing more than its fair share to address housing affordability; 3. The current population in the area is more than sufficient to support a public transportation hub; 4. There are currently plenty of investments in mixed commercial/residential properties in Marda Loop.

Many of the goals identified in the WELAP plan are also tied to larger system issues i.e. rent gouging/rigging, regulations regarding investment properties, mortgage qualifications, federal/provincial transportation funding, car lifestyles etc. It is not feasible for the Marda Loop neighborhood and community to resolve these larger systemic issues, and neither should it be expected for them to do so.

For these reasons I object to WELAP's proposals for high density buildings in Marda Loop and especially changes to building height allowances up to 16 story buildings on 34 Ave SW from Crowchild Trail to 20th Street SW. Changes to the area needs to be reasoned and incremental to avoid too much building too soon with negative long-term consequences for residents. I recommend a more sustainable approach to urban planning to maintain low density buildings that enrich the heritage, character and longevity of the Marda Loop neighborhood and community.



CC 968 (R2024-05)

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First name [required]	Cam
Last name [required]	Kernahan
How do you wish to attend?	Remotely
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	No
What meeting do you wish to comment on? [required]	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required]	Apr 2, 2025
What agenda item do you wish to comme	ent on? (Refer to the Council or Committee agenda published here.)
[required] - max 75 characters	West Elbow Communities Local Area Plan
Are you in favour or opposition of the issue? [required]	Neither

ISC: Unrestricted 1/2



CC 968 (R2024-05)

ATTACHMENT\_01\_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I would appreciate if the attached document could be made available to the Councillors for my presentation. Alternatively, I will just need to refer to the subsection of Map 4 and the photo provided in the attached Word document on a screen in the Chambers. As mentioned I will be calling in remotely to make my presentation. I was unable to indicate above that I support the Heritage Guidelines in the WELAP but have concerns about other specific aspects of the WELAP and am not in support of those aspects.

### WELAP IPC Meeting April 2, 2025 - Feedback from Cam Kernahan

I appreciate the opportunity to provide feedback on the proposed West Elbow Local Area Plan, or WELAP, and do so as a concerned citizen and long-term resident of Elbow Park for over 35 years.

As a community member of the Heritage Working Group associated with the WELAP, I must first of all congratulate the City of Calgary employees who led that working group. Their collaborate approach to engage citizens in the development of the Heritage Guidelines for this area were exemplary. They listened, evaluated feedback and provided considered responses that incorporated some of that feedback into the Heritage Guidelines where appropriate. Where feedback was not incorporated, they ensured we were provided with meaningful rationale for their decision. The City of Calgary Heritage Working Group project team should be commended for their approach and the corresponding outcome of the Heritage Guidelines, and the associated Implementation Guide, for the WELAP.

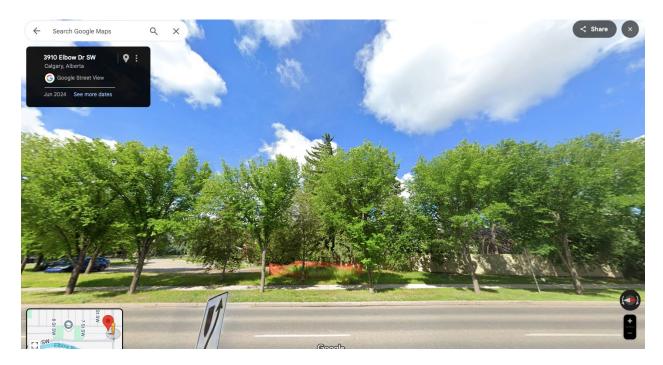
Despite my support for the Heritage Guidelines in the WELAP, I feel compelled to provide feedback on some aspects of the WELAP that I believe will be detrimental to our community. As they say "the devil is in the details" so I would like to get into some details now.

Specifically, I ask you to refer to Map 4: Building Scale on page 26 of the WELAP. I have provided an excerpt of that page below where I have outlined the area in blue that has been proposed as Low Modified (up to 4 stories).

Within the outlined area on the lower right, you can see a small grey triangle that denotes a City Right of Way that I am told reflects a historic streetcar turnaround. It is important to note that unlike the other shaded areas on Elbow Drive there are no lots that face Elbow Drive on the east facing bock between 38th Ave and Sifton Boulevard. This is also the only area that proposes Low Modified Building Scale halfway down the block faces on Sifton Boulevard and on 38th Ave that encroaches on Limited Building Scale areas in the adjacent residential neighbourhood. It should also be noted that the east facing block face on Elbow Drive outlined is a very nice green space with a lot of mature trees that should be preserved.



The photo below is a screen shot of the specific area referenced above from Google Maps that shows the green space and mature trees.



Based on the specific nature of this area, it is respectfully requested that Map 4 of the WELAP be updated to retain this area as Limited Building Scale and that the east facing block on Elbow Drive between 38<sup>th</sup> Ave and Sifton Boulevard be shown as "green space".

We appreciate your consideration of the above and look forward to your feedback on the WELAP.



CC 968 (R2024-05)

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First name [required]	Patti
Last name [required]	DeDominicis
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required]	Apr 2, 2025
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published <u>here</u> .)	
[required] - max 75 characters	9:30 am Infrastructure & Planning Committee - West Elbow Park Local Area Pl
Are you in favour or opposition of the issue? [required]	In favour

ISC: Unrestricted 1/2



CC 968 (R2024-05)

ATTACHMENT\_01\_FILENAME

ATTACHMENT\_02\_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The plan strives for continuous improvement in the area by increasing the interest and enjoyment to live in these communities. Some of the most interesting and walkable communities have population, commercial interaction, parks, and opportunity for artistic and engaging spaces. This adds character, life, and excitement to a community. The plan will attract interest to people to come and live in a community that has been well thought out and provides human connection. The plan will provide engagement by many Calgary parties to provide liveable areas with innovative ideas that will enhance opportunity of employment and quality living spaces. Arousing the Calgary communities curiosity in the new LAP increases the excitement and possibility of positive change. Attending the last 4 community engagements I have seen the hard work of the City Planners in wanting to improve this area and I was extremely impressed how they have planned for transportation. I am excited to see the plan come to fruition.



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First name [required]	Lisa
Last name [required]	Poole
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required]	Apr 2, 2025
What agenda item do you wish to commo	ent on? (Refer to the Council or Committee agenda published here.)
[required] - max 75 characters	West Elbow Local Area Plan
Are you in favour or opposition of the issue? [required]	In opposition

ISC: Unrestricted 1/2



CC 968 (R2024-05)

ATTACHMENT\_01\_FILENAME

2025Mar24\_WELAP\_Joint Letter\_Final.pdf

ATTACHMENT\_02\_FILENAME

We respectfully request for the West Elbow Local Area Plan to be referred back to administration at the Infrastructure and Planning Committee (IPC) meeting on Wednesday, April 2, 2025.

Lisa Poole,

President, Elbow Park Residents Association

On behalf of:

Bob Lang - Cliff Bungalow Mission Community Association Zaak Karim - Cliff Bungalow Mission Community Association Martina Walsh - Elbow Park Residents Association

Ruth Parent - Erlton Community Association

Heesung Kim - Erlton Community Association

Lucas Duffield - Mount Royal Community Association

Roy Wright - Mount Royal Community Association

Chris Davis - North Glenmore Community Association

Patrick Gobran - North Glenmore Community Association

Kevin Widenmaier - Richmond Knob Hill Community Association

Phil Harding - Richmond Knob Hill Community Association

Paul Storwick - Rideau Roxboro Community Association

Carl Brown - Rideau Roxboro Community Association David Gates - Scarboro Community Association

Peter Dennis - Scarboro Community Association

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

ISC: Unrestricted 2/2

Via email

March 25, 2025

Re: Request To Refer West Elbow Lap Back to City Administration

Dear Mayor & City Councillors,

We, the undersigned communities, are writing to raise our shared concerns related to the West Elbow Local Area Plan (WELAP). This letter is primarily focused on procedural concerns, notably a deeply flawed consultation process and a lack of alignment with both the current Municipal Development Plan (MDP) and the proposed Calgary Plan. The concerns of individual community associations related to the substantive content of the plan and its negative impact on their community will be sent separately.

Generally, our communities are in favour of following the planning principles outlined in the MDP which encourage "moderate intensification in a form and nature that respects the scale and character of the neighbourhood" (pg. 102). The MDP focuses increased density on nodes and corridors rather than spreading density across the neighbourhood in a "free range" style of planning. Regrettably, we do not believe that the final version of the West Elbow Local Area Plan reflects these principles.

Working with City planners, community association volunteers were selected for a "Working Group" and dedicated considerable time and energy to achieve a successful planning process that would help guide our communities into the future. However, the WELAP process did not promote genuine community engagement, rather it gave the illusion of consultation without fostering meaningful participation. The Working Group was never convened in its entirety, missing vital opportunities to understand differing perspectives and collaborate on shared outcomes. The sessions lacked opportunities for authentic dialogue and did not sufficiently consider local community expertise.

Throughout the process, committee members were assigned peripheral tasks that advanced what appeared to be predetermined City objectives and conclusions. Any attempt to challenge the basic assumptions underlying the City's approach was quickly curtailed. This letter is intended to convey our strong sense that, overall, this process was more about The City *claiming* it engaged with West Elbow residents—citing numerous meetings and countless hours of discussion—than actually valuing meaningful input. We believe that our concerns have not been acknowledged, let alone taken into account. Our voices have not been heard. This one-size-fits-all approach to urban planning fails to acknowledge and respect the distinctive characteristics of each community. We feel obliged to share with you our collective sense of disconnection and disappointment with the outcome.

We believe The City needs to take corrective action by entering into genuine community level consultations. Such an addition to the LAP process would provide The City planners with the latitude to more fully understand and acknowledge the nuances of our diverse communities. This in turn provides The City with the opportunity to better harness the expertise of community level specialists in the formulation of the WELAP.

The West Elbow Local Area Plan does not appear to align with the present MDP and also does not appear to align with the now postponed Calgary Plan. We believe the deferral of The Calgary Plan to 2026, and Council's recent decision to turn down the LAP Updates, reflects a growing awareness of possible gaps in the planning process, specifically as it relates to insufficiently fusing the local expertise (and lived experience) of community residents with the planning expertise within the City of Calgary's Planning & Development Services Department. The proper integration of community knowledge and experience with the City's planning expertise offers the greatest promise of achieving a shared long-range vision for our city.

Respectfully, we ask you to refer the West Elbow Local Area Plan back to administration to do proper community engagement that is two-way, where real issues are discussed and solutions sought. We also ask that you acknowledge and direct administration that engagement can only be done with approved visionary statutory documents, currently the MDP. If we are to use The Calgary Plan as the goal post, then it needs to be approved before engagement, so everyone is on the same page. Without commitment to one plan or the other, how can anyone, including city employees, be expected to understand the full vision and impact the LAP process. Community associations and residents want to come to the table to share our knowledge and work together for a better Calgary. If we can adopt an approach of working together, where our voices matter, we are confident we can improve the WELAP to a point where it has consensus among the majority of WELAP communities and their residents.

### Sincerely,

Cliff Bungalow Mission Community Association (2)
Elbow Park Residents Association
Erlton Community Association
Mount Royal Community Association (2)
North Glenmore Community Association
Richmond Knob Hill Community Association
Rideau Roxboro Community Association (2)
Scarboro Community Association



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First name [required]	Heesung
Last name [required]	Kim
How do you wish to attend?	In-person
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	no
What meeting do you wish to comment on? [required]	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required]	Apr 2, 2025
What agenda item do you wish to comme	ent on? (Refer to the Council or Committee agenda published here.)
[required] - max 75 characters	West Elbow Communities Local Area Plan
Are you in favour or opposition of the issue? [required]	In opposition

ISC: Unrestricted 1/2



CC 968 (R2024-05)

ATTACHMENT_01_FILENAME	ECA Comments Phase 4 WELAP.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	



Erlton Community Association PO Box 94078 Elbow River RPO Calgary, AB T2S 0S4

March 25, 2025

The City of Calgary

To Mayor Gondek and members of Calgary City Council

Re: West Elbow Local Area Plan (WELAP) Phase 4 Engagement

The Erlton Community Association (ECA) supports the Request to Refer West Elbow LAP Back to Administration by the group of communities in the WELAP.

Should City Council decide to proceed with its adoption, the ECA wishes to express its profound disappointment that there were no modifications to the maximum potential height shown in Map 2: Draft Building Scale from the Phase 3 engagement.

As stated in our previous letters (attached), the ECA believes a better building scale would be to allow up to 6 storeys (similar to what is currently developed on the north side of 25<sup>th</sup> Ave) on the south side of 25<sup>th</sup> instead of the proposed up to 12 storeys, with potentially up to 6 storeys along Macleod Trail, with the balance up to 3 storeys as currently exists. This was proposed in our response to the Phase 3 draft.

In recent years, after decades of spotty redevelopment after the 1982 adoption of the Erlton Area Redevelopment Plan (ARP), the area has been redeveloping with grade-oriented housing. The proposed increased massing will create uncertainty as it will result in an expectation of increased land value, resulting in land banking, lack of maintenance for properties considered to be land value, and the degradation of the community. Further, the ECA would like to make the following points:

- 1. Residents have purchased or built their homes on the expectation that the compromise that resulted in the Erlton ARP would be respected.
- 2. Erlton is a very small, progressive community for example, we supported the redevelopment of Erlton School for affordable housing with more units within the allowable massing.
- 3. The grade-oriented requirement allows for a diversity of households, including families with young children. Allowing up to six storeys will inevitably result in apartment-style housing, a building form that was explicitly not allowed in the Erlton ARP.

If the WELAP is adopted, we urge City Council to amend Map 4: Building Scale as attached.

The other portions of the WELAP as it affects Erlton are supportable.

The Erlton Community Association

Per: Heesung Kim, Chair,

Planning and Development Committee



Requested modifications to Map 4: Building Scale are in this area between 25<sup>th</sup> Ave SW and 29 Ave SW.

### Legend





CC 968 (R2024-05)

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First name [required]	Zaakir
Last name [required]	Karim
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required]	Apr 2, 2025
What agenda item do you wish to comme	ent on? (Refer to the Council or Committee agenda published here.)
[required] - max 75 characters	West Elbow Communities Local Area Plan
Are you in favour or opposition of the issue? [required]	In opposition

ISC: Unrestricted 1/2



CC 968 (R2024-05)

ATTACHMENT_01_FILENAME	CBMCA WELAP Comment - Final.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	This is a comment of concern rather than outright opposition.

# CLIFF BUNGALOW-MISSION COMMUNITY ASSOCIATION

### **Planning and Development Committee**

462, 1811 4 Street SW, Calgary Alberta, T2S 1W2 Community hall and office, 2201 Cliff Street SW www.cliffbungalowmission.com cbmca.development@gmail.com



March 25, 2025

City of Calgary Planning and Development Third floor, Municipal Building 800 Macleod Trail SE Calgary, Alberta

Re: West Elbow Local Area Plan

Decision: Letter of Concern

The Cliff Bungalow-Mission Community Association ("CBMCA") has reviewed the West Elbow Local Area Plan ("WELAP"). Based on its review, the CBMCA offers three discussion points in outlining its <u>Letter of Concern</u>.

- 1. The WELAP is on the right track. Peter Schryvers and his team should be commended in their management of the WELAP process. In broad strokes, the current draft of the WELAP sets a reasonable balance between heritage preservation and densification through redevelopment. It is also setting a reasonable balance between top-down planning prescriptions and allowing free-market discretion in deciding where future development should go based on evolving consumer/citizen preferences. The WELAP is on its way to being a real success.
- 2. The WELAP would benefit from further engagement with focus groups that have deep expertise on their specific communities. The WELAP engagement process while well intentioned diluted the deep expertise residents have within their own community in favor of engagement breadth. In engagement sessions, all participants were encouraged to provide anonymous comments on their own community, in addition to other communities within the West Elbow Local Area. Given the anonymity of comments, all feedback would have been given near equal weight in the engagement process and "What We Heard Reports" that formed the basis of sharing citizen feedback. While such a process has substantial value in obtaining a diversity of opinions, it also has a significant drawback. Specifically, giving equal weighting to all opinions drowns out local subject matter experts in each community.

Given the above, we believe the draft WELAP would benefit from community level consultations. Such an addition to the LAP process would provide the WELAP planners

with the latitude to more fully understand and acknowledge the nuances of our diverse communities. This in turn provides City Administration with the opportunity to better harness the expertise of community level specialists as they refine the WELAP.

Specific to this concern, the CBMCA made 10 suggestions for improvement to the LAP draft maps, providing in-depth commentary and analysis for each of its suggestions. Only two suggestions were fully implemented by the WELAP team. One suggestion was partially implemented. And seven suggestions were not implemented at all.

No formal feedback or engagement sessions took place with the CBMCA explaining why the WELAP team only incorporated 2-3 of the 10 suggestions for improvement. While full engagement doesn't require the implementation of all (or even most) of a stakeholder's suggestions, it does require a back-and-forth dialogue to take place. As such, the CBMCA believes further consultation and engagement is required on the eight suggestions that were not fully implemented. In the Appendix to this note, we have attached our comment to the WELAP team outlining the CBMCA's 10 suggestions for improvement to the WELAP.

3. The Heritage Guidelines Implementation Guide needs further refinement and engagement as it relates to Precinct Policies. Ensuring sufficient heritage protections within the WELAP is of high importance for the CBMCA and residents of Cliff Bungalow-Mission. At this time, the Precinct Policies of the Heritage Guidelines Implementation Guide are lacking. There is only a single precinct policy for Cliff Bungalow-Mission as it relates to second and third level balconies. There are no precinct policies with regards to materiality, roof pitch, window/door details, or architectural form. There are no precinct policies on front yard setback or height, which are two extremely important guardrails for heritage guidelines within Cliff Bungalow. Of note, the existing Cliff Bungalow ARP currently provides direction on these precinct level details. This suggests that the Heritage Guidelines Implementation Guide – as it reads today - may actually be watering down some of the prescriptive policies that protect Cliff Bungalow's heritage areas.

The CBMCA recently opposed an LOC Application within its Heritage Guidelines Areas based on height. The CBMCA is also engaged in two SDAB appeals with regards to non-conforming architectural forms and front setbacks within its Heritage Guideline Area. These SDAB appeals add substantial cost to the development process and are driven by a lack of clarity with regards to the degree to which developers need to respect heritage guidelines requirements. This underscores the importance of ensuring the precinct policies of the Heritage Guidelines Implementation Guide are complete. Failure to do so could lead to an outcome where the CBMCA would need to become substantially more litigious as it relates to SDAB Appeals, which results in a more acrimonious relationship between residents, City Administration and the developer community.

Respectfully, we request that you refer this version of the West Elbow Local Area Plan back to City Administration for further consultation with respect to (1) ensuring it better incorporates the input of local community experts and (2) creating a more fulsome set of precinct policies within the Heritage Guidelines Implementation Guide.

### **Zaakir Karim**

Director, Planning and Development Committee Cliff Bungalow-Mission Community Association <a href="mailto:cbmca.development@gmail.com">cbmca.development@gmail.com</a>

### Appendix 1 – CBMCA's 10 suggestions to WELAP Maps

# CLIFF BUNGALOW-MISSION COMMUNITY ASSOCIATION

### **Planning and Development Committee**

462, 1811 4 Street SW, Calgary Alberta, T2S 1W2 Community hall and office, 2201 Cliff Street SW www.cliffbungalowmission.com cbmca.development@gmail.com



June 26, 2024

City of Calgary Planning and Development Third floor, Municipal Building 800 Macleod Trail SE Calgary, Alberta

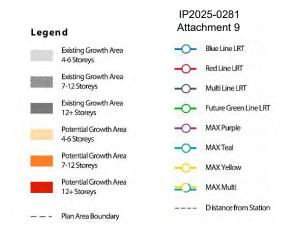
Re: Feedback on West Elbow Communities Local Area Plan Draft Chapter 2

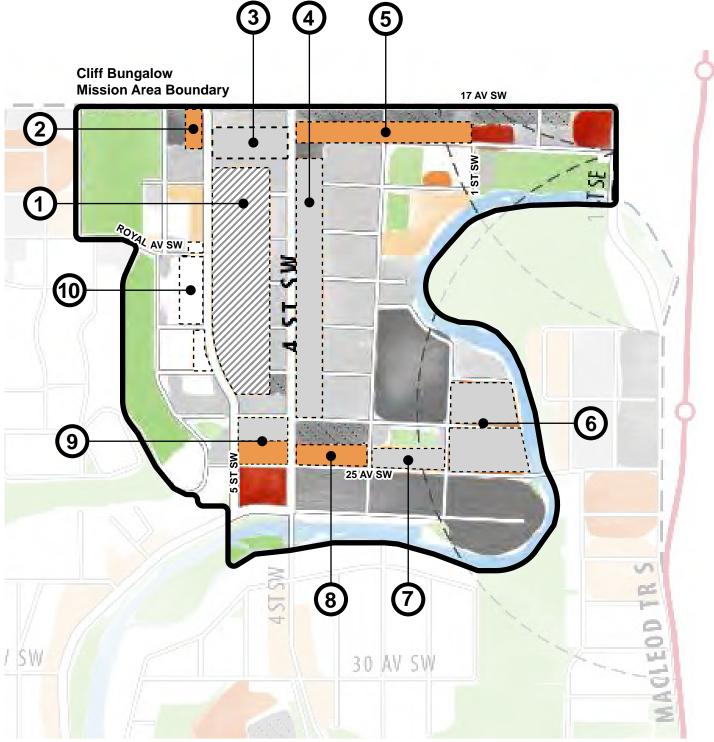
The Cliff Bungalow-Mission Community Association ("CBMCA") is submitting the comment below with regards to the West Elbow Communities Local Area Plan Draft Map in Chapter 2. The CBMCA has identified 10 areas within the Cliff Bungalow-Mission community that should be considered for adjustments. The CBMCA's proposed changes are outlined in the map below with accompanying commentary.

# **Cliff Bungalow Mission Community Association**

Feedback on West Elbow Communities Local Area Plan Draft Chapter 2

Figure 3: Existing & Potential Areas for Growth Map





## Item 1. Disagree with proposed change. CBMCA suggests leaving this area as a mix of white and grey.

The CBMCA understands the City of Calgary's rationale with regards to normalizing this area to allow for 4-6 storey multifamily buildings. In alignment with this, the CBMCA has been supportive-on-balance for proposed 4-6 storey multifamily development applications within this area.

However, the CBMCA's formal vision on this area is as follows: "Outside of the Historical Conservation and Infill Area of Cliff Bungalow, sensitive densification within the residential core of Cliff Bungalow is largely expected to equate to an eclectic mix of new and restored single-family homes, townhouses and 3-5 storey multi-family buildings." The current mish-mash of zoning within this area encapsulates the CBMCA's visions for the area and is best captured with a mix of white and grey shading. The mish-mash is a feature rather than a bug.

The CBMCA's concern is that blanketing this area as a 4-6 storey potential growth-area in turn implies that the city is comfortable with losing the single-family homes and townhouses within this area, which is at odds with the CBMCA's vision for this area as an "eclectic mix of house, townhouses and apartments." It would further encourage developers to consolidate lots for development into these higher forms and further disincentivize heritage designations. The CBMCA prefers "strategic ambiguity" for this area.

# Item 2. The CBMCA directionally agrees with increasing allowable height for this parcel, but disagrees with proposed scale. CBMCA suggests shading this parcel Orange instead of Red.

The rationale to upzone this parcel is largely informed by Arlington Street's LOC Application to zone the contiguous parcel to the west. The ASI parcel allows for a five-storey mixed-use podium along 17 Avenue SW (due to adherence to shadowing considerations) and 16-storey, multi-residential building further south.



Exhibit 1. ASI's Arlington Street Project has a mixed-use component along 17 Avenue SW of  $\sim$ 3.0x and a multifamily component of 8.0x, which the total project exceeding 6.0x FAR. This is too much massing and height for a transitional zone between 5.0x and 3.0x.

The CBMCA position for ASI's LOC Application was that an 8-10 storey tower was more appropriate than a 16-storey tower as it allowed for a transition between the maximum 5-storey buildings within the core of Cliff Bungalow and typical 10-15 storey-developments within the Beltline that are achievable with an FAR of 5.0x-7.0x. The idea of transitioning from a 10-15 storey (FAR 5.0x-7.0x) development in the Beltline to a 16-storey tower in Cliff Bungalow (7.5x-8.5x FAR) and then to 4-6 storey developments (~1.5x-3.0x) within the core of Cliff Bungalow is nonsensical. However, the LOC Application process does not allow for such nuance because City Council is ultimately presented with two choices (existing vs proposed) rather than a discussion of what is optimal. A reasonable "transitional area" between the FAR of 5.0x-7.0x allowed in the Beltline and 1.5x-3x in the core of Cliff Bungalow would be an area of 3.5x-4.5x FAR which would translate to a 7-12 storey development.

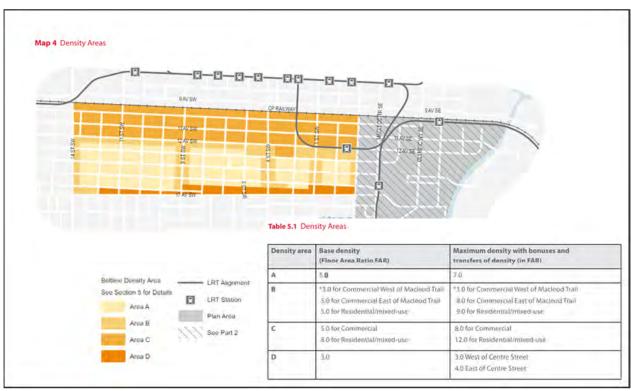


Exhibit 2. The Beltline ARP denotes the south end of the Beltline as allowing developments with an FAR of 5.0x-7.0x (Area A). The core of Cliff Bungalow has seen appropriate developments between FAR of 1.5x-3.0x. As such, the transitional area between Cliff Bungalow and Beltline should fall between 3.0x-5.0x.

### Item 3. Disagree with proposed change. CBMCA suggests leaving this grey.

One rationale of upzoning the parcels along 17 Avenue SW between 5 Street SW and 5A Street SW is that the lack of a laneway allowed for a five-storey mixed-use podium along 17 Avenue SW with taller tower component at the south end of the podium. Allowing for a taller tower provided the developer with a higher budget to pursue higher quality architectural designs and façade materials.

However, between 4<sup>th</sup> Street SW and 5<sup>th</sup> Street SW, a laneway runs between 17<sup>th</sup> Avenue and 18<sup>th</sup> Avenue. This makes the same strategy unviable for this block. As such, the appropriate zoning would be to keep building heights at 4-6 storey along the north side of 18 Avenue for this block (uniform with the buildings further south). The CBMCA would be open to supporting a 7-12 storey building if a developer was able to consolidate buildings on both sides of the block (similar to Hines One Park Central in the Beltline).

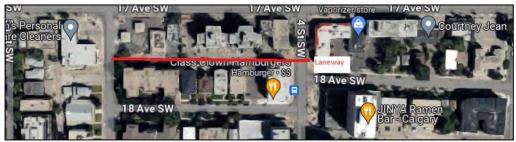


Exhibit 3. A laneway between the 17<sup>th</sup> Avenue and 18<sup>th</sup> Avenue makes projects such as ASI's Arlington project unviable for this block. There is also agreement that the west side of 4<sup>th</sup> Street should remain within 4-6 storey guardrails to minimize shadowing.

### Item 4. Disagree with proposed changes. CBMCA suggests leaving this grey.

The vision for Cliff Bungalow-Mission is to allow for taller buildings around the periphery of the community, allow for 2-5 storey buildings through the core of the historic community and allow for 1-3 storey buildings within the Heritage Conservation and Infill Policy Area. The CBMCA believes 4th Street SW should be treated the same, with higher building forms allowed closer to 17 Avenue SW and 26 Avenue SW and lower building forms allowed through the core.

Allowing increased building heights along the east side of fourth street through the core of the neighborhood would have three adverse impacts. First, it adversely impacts the pedestrian experience along 4th Street SW which is negative for everyone who lives in the local area. Second, it would increase the incentive to redevelop the unprotected, historically significant commercial buildings on fourth street including Young Block, Wright Block, Bannerman Block and Inglis-McNeill block. This would largely gut the eclectic nature and historic importance of 4<sup>th</sup> Street. Third, it would break up the rhythm of 4-6 storey buildings through the core of the neighborhood, which runs counter to the vision for Mission-Cliff Bungalow.

Maxwell Bates Block, a recently developed four-storey building provides a good example of what 1-6 storey developments along fourth street should look like.



**Exhibit 4. Maxwell Bates Block** 

Item 5. Directionally agree with increasing allowable height, but disagree with proposed scale to some extent. CBMCA suggests partially changing this to Orange and partially keeping this as red.

Similar to Item 2, the lack of a laneway between 17 Avenue SW and 18 Avenue SW between 4<sup>th</sup> Street SW and 1<sup>st</sup> Street SW allows for a higher building form. A higher building form has the advantages. First, a higher building form allows for a larger developer budget for architectural design and exterior cladding material, which enhances the pedestrian experience along 17 Avenue SW. Second, it allows for a height transition between the 5 storeys allowed through the core of Mission and the 12+ storeys allowed in the Beltline. Third, the pedestrian experience is still important along 17<sup>th</sup> Avenue this area, which suggests there should be some consideration given to restrain building height on the southside of 17 Avenue SW (to limit shadowing on the north side of 17 Avenue SW). As such, the CBMCA proposes that this area be shaded in orange rather than in red.

To the east of first street, proximity to the Victoria Park C-Train Station suggests that higher building forms are more appropriate (TOD). Additionally, the proximity to Macleod Trail implies the ending of the pedestrian experience along 17 Avenue SW, which in-turn allows for larger building forms that cast larger shadows. And finally, allowing higher building forms at 1<sup>st</sup> Street SW aligns symmetrically with the Beltline, which allows higher building forms, both along 1<sup>st</sup> Street SW and Macleod Trail.

### 6. Disagree – CBMCA suggests leaving this grey.

The CBMCA believes one-way laneways (due to the river), narrow avenues with cul-de-sacs (due to the river), context with building heights in Erlton across the river (3-4 storey), and shadowing concerns around the Elbow River (environmental concerns), suggest it is appropriate to leave this area (shown in red below) as allowing for 4-6 storey development, up from 4-5 storeys currently.



Exhibit 5. Mission on the river

Furthermore, the CBMCA notes that there is a large TOD site in Erlton three blocks away that allows for substantial densification of the local TOD area already. This Erlton site - controlled by Anthem Developments - will provide substantial new (expensive) housing once developed, but the walkable area around the transit station requires more affordable housing options as well, which is exactly what current developments within these blocks provide. It is important to the CBMCA that some of residential developments within the TOD area of Cliff-Bungalow Mission remains affordable and these market-oriented, affordable rentals are popular with students (due to

accessibility of transit), young families with children (due to quietness and proximity to William Aberhart Park and Lindsey Park) and for new immigrants (due to accessibility of transit).

### 7. Disagree – Adverse impact of shadowing on greenspace. CBMCA suggests leaving this grey.

The shadowing of a larger building form in this block would adversely impact shadowing on Mission's only public greenspace of any real size (William Aberhart Park). The only other park in Mission – Rouleauville Square – is not greenspace. The integrity of this greenspace needs to be protected, which requires limiting building heights in this block.



Exhibit 6. Area around William Aberhart Park

# 8. Directionally agree with increasing allowable height, but disagree with proposed scale to some extent. CBMCA suggest changing this to Orange instead of Red.

The buildings along 26 Avenue SW and the south side of 25 Avenue SW allow for a maximum 15-storey height. It is the CBMCA's understanding that the City of Calgary is strongly advocating to keep this height limit in place for the newest proposed development within this area.

As such, a transitional area between the 15-storey buildings to the south of 25 Avenue and 5-storey buildings to the north would allow for 7-12 storeys, which is Orange. Additionally, note that parcels to the north of this area are incorrectly shaded. The correct shading is light grey, corresponding to 4-6 storey developments.



Exhibit 7. Transitional area between 15-storey buildings and 5 storey buildings

# 9. Directionally agree with increasing allowable height, but disagree with proposed scale to some extent. CBMCA suggest changing this to Orange instead of Red.

The buildings along 26 Avenue SW and along the south side of 25 Avenue SW have a maximum height of 15-storeys. As such, a transition area between the 15 storey buildings to the south and 4-6 storey buildings to the north would allow for 7-12 storeys. As such, the CBMCA suggests this area should be shaded orange instead of red on the south side of the laneway and grey instead of red to the north side of the laneway. Of note, the newly built Riverwalk development is 12 storeys.



Exhibit 8. The Riverwalk, a transitional 12-storey building

10. The heart of the Infill and Conservation Area should be left fully unchanged. Outside of the heart of the Infill and Conservation Area, parcels along the west side of 5<sup>th</sup> Street SW can support 4-6 storey developments.

The "Conservation and Infill" Policy Area consists primarily of low-density residential structures, and thus allows for the development of single-detached, semi-detached and townhouse dwellings (both row-townhouses and courtyard style townhouses). As shown in the map below, this remains contextually appropriate in part because the "Conservation and Infill" Policy Area of Cliff Bungalow is contiguously bounded by the low-density residential areas of Elbow Park (and Rideau

and Roxboro) to the South and Upper Mount Royal to the West. The CBMCA believes these four blocks of primarily low-density, residential dwellings should thus be viewed as an extension of these low-density neighborhoods. As such, the "Conservation and Infill" Policy Area should be treated in-line with City Administration's vision for other low-density residential areas within the inner-city, allowing for single-family homes, semi-detached dwellings and townhouses.

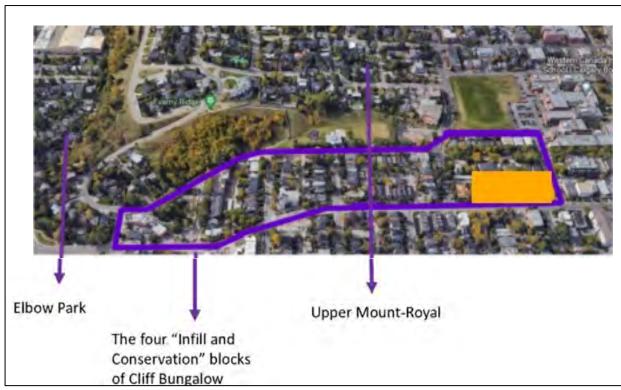


Exhibit 9. The "Conservation and Infill" Policy Area of Cliff Bungalow is best understood as a low-density residential neighborhood that is a continuation of Elbow Park and Upper Mount Royal. Everything north of the yellow block on the west side of fifth street is a good candidate for a 4-6 storey potential growth area. The yellow area has lost some of its historical integrity, so upzoning to 4-6 storeys makes sense here too, but development here adhere to strict character requirements around considerations such as set-backs, materiality and architectural design.

The "Conservation and Infill" Policy Area largely consists of heritage homes and heritage apartment buildings, largely built between 1910-1920. Given that the "Conservation and Infill" Policy Area has been in existence for at least 35-years, it should be no surprise that is has attracted civic-minded homeowners and multi-family investors to the area that have used private capital to purchase, restore and steward their heritage homes and heritage apartments, furthering the MDP objective of historical preservation. As a result, the large majority of the block-faces within Cliff Bungalow's "Conservation and Infill" Policy Area, fully meet the eligibility criteria for inclusion into the City of Calgary's established "Heritage Area" framework.



Exhibit 10. This west-facing arial view of the Cliff Bungalow's "Conservation and Infill" Policy Area illustrates its historical importance, including two municipally designated buildings and numerous heritage homes and small-scale apartments of historical importance. Almost the entirety of the roughly four blocks of Cliff Bungalow's "Conservation and Infill" Policy Area fully meets the eligibility criteria for inclusion into the City of Calgary's established "Heritage Area" framework.

Very few such intact blocks of Edwardian era homes still exist within Calgary's established area. City Council and City Administration should be studying policy ideas to further strengthen this heritage conservation policy area. The CBMCA believes that over time, these blocks could become one the only remaining living example of what Calgary looked like in the early-1900s. The idea that the homes within a heritage conservation area should be sacrificed for further densification as Calgary grows, in turn implies that heritage preservation matters less as Calgary's population grows, when the opposite is true. The more Calgary ages, the more important heritage preservation of structures and areas becomes. And because of on-going suburban development, the proportion of heritage conservation areas within Calgary falls over time, even without considering that remaining unprotected heritage structures outside of conservation areas are demolished overtime to make way for redevelopment.

Outside of the Infill and Conservation Area, it seems reasonable to allow for 4-6 storey buildings along 5<sup>th</sup> Street SW. As such, the CBCMA is supportive of upzoning of the parcels along the west side of 5<sup>th</sup> Street SW, subject to the parcels falling outside of the infill and conservation area.



CC 968 (R2024-05)

### FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

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Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

## ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

Last name [required] Coppus	
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]  Standing Policy Committee on Infrastructure and Planning Comment on? [required]	ng
Date of meeting [required] Apr 2, 2025	
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda publish	ned <u>here</u> .)
[required] - max 75 characters West Elbow Communities Local Area Plan	
Are you in favour or opposition of the issue? [required]  In favour	

ISC: Unrestricted 1/2



CC 968 (R2024-05)

ATTACHMENT_01_FILENAME	WELAP IPC submission March 25, 2025.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	In general I am not opposed to the West Elbow Local Area Plan, but as I have outlined in the attachment I would like to suggest a few revisions.

March 25, 2025

row housing.

### Re: West Elbow Communities Local Area Plan

Dear Members of the Infrastructure and Planning Committee:

I would like to bring a couple of concerns to your attention in the hope that you will consider some revisions to the Final Draft of the West Elbow Plan.

- 1. On map 5 page 93, all of Elbow Drive is clearly identified as a Heritage Guideline Area. While I am not opposed to gentle densification along Elbow Drive, I don't think that the Low-Modified designation of up to 4 storeys is compatible with the existing realm of Elbow Drive, where most homes are 2 or 2.5 storeys at the most.
  Densification could be achieved with semi-detached or 2 to 2.5 storey
  - I would suggest revising the scale to "limited".
- 2. Then there is the block between Sifton Blvd and 38 Ave on the west side of Elbow Drive, which is also indicated as Low-Modified. This block has some historical significance as it used to be the Streetcar Turn-around. Beside that it contains the Dr. Messenger House, which is on the Inventory of Historic Resources. There are also quite a few beautiful mature trees on it. See attached photos.
  I believe that these are enough reasons to designate this block as Parks and Open Spaces. It would be a great location for a historical plaque.
- 3. The other area I would like to draw attention to is the east side of 14 St. I realize that the City would like to see commercial along all of 14 St, but the east side borders on Neighbourhood Local. To jump from Neighbourhood Local (up to 3 storeys) to Neighbourhood Flex up to 6 storeys, does not seem right. The homes east of this will lose a lot of afternoon/evening sunlight as well as privacy in their backyards. There really needs to be a transition zone.

Thank you for giving citizens the opportunity to voice our concerns and thoughts.

Sincerely, Margo Coppus Elbow Park Resident



View of west side of Elbow Drive at Sifton Blvd Messenger House in the background.





CC 968 (R2024-05)

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First name [required]	MARTIN
Last name [required]	HORE
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required]	Apr 2, 2025
What agenda item do you wish to commo	ent on? (Refer to the Council or Committee agenda published here.)
[required] - max 75 characters	WEST ELBOW COMMUNITIES LOCAL AREA PLAN
Are you in favour or opposition of the issue? [required]	In opposition

ISC: Unrestricted 1/2



CC 968 (R2024-05)

LAP West Elbow Comments - Submitted.docx ATTACHMENT\_01\_FILENAME ATTACHMENT\_02\_FILENAME I am in opposition to aspects of this LAP - namely the replacing of very new and occupied properties, on corridors recently re-constructed, in favour of more lucrative high storey condo buildings. I also oppose new condos fronting Bike Lane corridors as it is now proven that those new residents DO add motor vehicles to the surrounding infrastructure at the rate of 1 Comments - please refrain from or 2 per unit minimum, vehicles that have not been planned for, or accommodated providing personal information in within Building Permits. this field (maximum 2500 Given that this LAP will be Signed Off – there needs to be a Governance Charter to characters) acknowledge and protect existing residents from bad actors, bad practices, and bad process - given that construction in already Residential Areas will be a mainstay for decades to come due to this LAP. Please see attachment for detailed comments.

### WEST ELBOW COMMUNITIES LOCAL AREA PLAN

Please add to written record

### Councillors

Having voted through previous LAPs already, you may have already heard and disregarded similar observations. Please allow mine for the record.

### 1) Existing Properties and Residents

The West Elbow plan has many streets, intended for 4 and 6 Storeys, that already have New Houses in situ – Altadore is already 80% rebuilt and most of that over the last 15 years. Garrison Woods properties at 23 years old are among the oldest buildings on 20<sup>th</sup> St. The rest is even newer, same for 16<sup>TH</sup> St, 42<sup>nd</sup> Ave, 50<sup>th</sup> Ave.

Yet the plan advocates to tear down these properties in favour of larger and more lucrative buildings – this seems un-ethical / gratuitous to me. The optic being that this is more related to industry profits, being that these areas are so lucrative.

Current residents have endured many years of living next to construction and this plan merely lays out additional decades of the same impositions. We have done enough and have had enough.

I would also be interested to understand how the (many) current residents of these properties will be removed in order to enable this plan. We are quite happily enjoying our properties and many of us have no intention of moving, ever. If we did sell up, it would be to buyers who appreciate and wish to own a Family Home.

In the lucrative West Elbow communities at least, the removal of Single Family housing stock in favour of corporately owned Condo Buildings is simply pushing house prices further through the roof, in reaction to there being less (houses).

While at the same time Condo ownership groups charge very High Levels of Rent. In effect a Rent Trap for some.

No social issues are being solved with this approach, in fact quite the opposite.

### 2) Bike Lane & Transit corridors

Regards 20<sup>th</sup> St SW specifically – the building out of density on a corridor with a Bike Lane and Transit with a view to limiting and/or deterring the influx of motor vehicles – as espoused by City Planners and some Councillors - is now proven as flawed.

Condos newly fronting the East side of 20<sup>th</sup> St without adequate (or any) garages on lot have seen an influx of motor vehicles at **1 or 2 per unit** with ZERO street parking on the East side (Bike Lane). This is NOT conjecture on my part – the numbers quoted are current and real. Proof of the outcome of this approach is already in view.

Bike Lane and Transit usage may indeed increase by a small percentage given high density influx, however, NOT to replace vehicles as a Primary. This simply is not happening.

NO-ONE IS MOVING INTO A 20<sup>TH</sup> ST CONDO WITH A BICYCLE OR TRANSIT PASS TO BE USED AS A PRIMARY MODE OF TRANSPORT OVER THE VEHICLES THEY BRING WITH THEM, NO-ONE. IT IS PROVEN ALREADY.

This assumption and (Planners) Blind Spot is already causing multiple local issues that cannot be solved with Permit Schemes – if you introduce more density (and therefore more vehicles) than existing street parking spaces via this LAP – then a Permit Scheme solves nothing – because EVERYONE is a resident and eligible for such a permit.

When Bike Lanes were installed a few years back – the main argument for 20<sup>th</sup> St viability was that relatively few houses fronted the East side (corner lots fronted side streets), therefore adverse impact on Parking could be minimal.

If that logic was true THEN – it is doubly TRUE now - yet your LAP advocates for many, many more properties FRONTING 20<sup>th</sup> St SW

To be clear – this is not about residents having to walk a few yards to their vehicles – as some Councillors have strongly maintained – this is about providing responsible infrastructure for **all outcomes**, as opposed to pretending vehicles will not arrive with new condo residents.

Allowing condo buildings without (on lot) garages on a Bike Lane corridor (with restricted parking already built in) is simply irresponsible planning.

FYI - I am fairly typical in this community, in that - I Walk - I Cycle - I Transit - I Drive a Car – the car is for reasons I do not need to explain. They are not going away. Accommodate them into your Planning or risk creating horrible places to live.

Added to which – due to the deliberately planned Parking Shortfall – we now see an epidemic of vehicles 'Stopping' in Bike Lanes – flashers on, for between 2 to 10 minutes – if anyone cares about that!

Given that you have narrowed the street to facilitate the Bike Lane in the first place – anyone Stopping (and therefore Blocking) that through road creates a dangerous situation as other vehicles attempt to pass.

Summertime is now 'angry cyclist' time on the stretch of 20<sup>th</sup> St that now has newly fronting condos.

### 3) Governance in Local Residential Areas:

When this LAP signs off and constant local construction in an already residential area ramps up – I would like Council to consider a Governance Charter to acknowledge that residents already exist and are living their lives in surrounding **homes**.

Sites only working Evenings, Weekends, Stat Hols INSTEAD of 9-5 Monday to Friday should not be allowed. Crews should not be disturbing residents to this degree, just because they are split across sites.

Multiple and differing In Flight building applications that elongate the time of build need to be stopped, my neighbours and I have been enduring construction noise from one such site for 2 years now – that is not reasonable.

Bait and switch of plans should not be allowed – 5 townhouses (with zero garages) should not turn into 10 condo units (with zero garages) mid build.

When building plans fundamentally change In Flight of a project without Local Residents being informed, we are not given the chance to comment or add local knowledge as we might have done during the initial engagement phase.

Start being honest and start counting Basement Suites as 'Units' – instead of pretending that they are just the basement of a townhouse – that 'might not' get rented out separately.

This misleads existing residents per expectation of the final build – as they ALWAYS seem to end up as separately rented units owned by corporate ownership / rental groups.

## 4) To Conclude

This LAP's focus of replacing houses with condo buildings does not solve a social issue, it merely perpetuates Rent Trap Syndrome and pushes actual House Prices up further, dragging the condo unit values (and associated rental rates) with them.

In Altadore for example, the relativity of any Housing Cost drops forecasted to occur in say.. 40 years time.. will not even come close to offsetting the outlandish rise in those prices that have occurred in just the past 3 years.

Operating in 'Lucrative' areas such as West Elbow benefits no-one apart from the Development Industry and the Ownership Groups that are very deliberately being passed these new buildings on completion. No-one ever gets a chance to buy / own anything.

If you believe my observations and conclusions are out of kilter with popular opinion, believe me, you are very wrong. Many Calgarians have woken up to the indiscriminate and punitive agenda that is our Density Implementation process, devoid of responsible planning and uncaring regards negative outcomes.

These are the Calgarians you are meant to be representing, yet many feel conned regards the platform that some Pro Density Councillors ran with last election.

The City has massively exceeded it's Federal Building Quotas at this point – yet the madness continues unabated.

Construction in already heavily Populated Residential Areas needs a Governance Playbook that actually acknowledges and protects the people already living there, for all our Sanities.

Bet you thought I was going to talk about 'Towers' in Marda Loop.

Regards, Martin Hore



CC 968 (R2024-05)

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# ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required]	Christopher
Last name [required]	Davis
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required]	Apr 2, 2025
What agenda item do you wish to comme	ent on? (Refer to the Council or Committee agenda published here.)
[required] - max 75 characters	Item 7.1 - West Elbow Communities LAP
Are you in favour or opposition of the issue? [required]	In opposition

ISC: Unrestricted 1/2



CC 968 (R2024-05)

ATTACHMENT_01_FILENAME	March 31 - IPC Item 7.1 - WEC-LAP - N Glenmore PCA submission.pdf
ATTACHMENT_02_FILENAME	
Comments - please refrain from providing personal information in this field (maximum 2500 characters)	We can not attend the IP Committee on Wednesday. Please find attached our submission and requested amendments.



2231 Longridge Dr. SW Calgary, AB T3E 5N5 403-246-4243 www.ngpca.ca

March 30, 2025

The City of Calgary

Infrastructure and Planning Committee (IPC) 800 Macleod Trail Calgary, AB T2P 2M5

Attention: Sonya Sharp, Chair Email: ward1@calgary.ca

caward1@calgary.ca eaward1@calgary.ca

Dear Councillor Sharp and IPC members,

Re: West Elbow Communities Local Area Plan (WEC-LAP) Bylaw Item 7.1 - Infrastructure and Planning Committee (April 2, 2025)

This matter before the IPC on Wednesday April  $2^{nd}$ . Unfortunately our community representatives are unable to attend. Our submission was not submitted in time for the published agenda, so we are forwarding it now to you as IPC chair as well as the other Council members of this standing policy committee. We understand it is contemplated to go before Council via a public hearing on May  $6^{th}$ .

Our community has endorsed the multi-community request letter for re-engagement on the WEC-LAP.<sup>1</sup>

Our North Glenmore Park community first became aware of the proposed LAP on May 10, 2023, when we were contacted by the newly formed West Elbow Communities Local Area Planning project team. We were informed that:

"...the West Elbow Communities Local Area Planning project is a new City project that will be launching in the Fall of 2023 and includes the communities of Altadore, Bankview, Cliff Bungalow, Elbow Park, Erlton, Garrison Woods, Lower Mount Royal, Mission, North Glenmore Park (north of Glenmore Trail SW), Richmond (east of Crowchild Trail SW), Rideau Park, Roxboro, Scarboro (east of Crowchild Trail SW), South Calgary, Sunalta, and Upper Mount Royal."

We were further advised that the City's WEC-LAP staff team would:

"... work together with you (and other local community association representatives, residents, local business owners, local developers and builders) to create a local area plan that will help provide direction on the evolution of this area over the next 30 years. Specifically, a local area plan provides direction on where and how new development, infrastructure and investment <u>could fit best within an area</u>, helping guide decisions when new ideas and proposals are brought forward." (emphasis added)

<sup>&</sup>lt;sup>1</sup> Attachment 9 to Item 7.1, IPC 2025 April 2, pp. 13-16.

While we were disappointed that our community was not to be considered in its entirety,<sup>2</sup> our concerns were dismissed as our community boundary failed to fall neatly within the pre-determined LAP boundaries.<sup>3</sup> Unfortunately, this "square peg / round hole" metaphor seems to be a repeated theme in many civic planning community engagements.



Two members of our community Planning Applications & Redevelopment Committee (PARC) volunteered to join the WEC-LAP "Working Group". A third member was added to ensure we could attend most all the engagements. We understood that the City expected that we would liaise with our CA Board over the course of the LAP engagement.

During the ensuing 16 months - following the initial engagement on September 20, 2023 until the issuance of the "final" draft West

Elbow Communities LAP on January 27, 2025 - there were a continued series of engagement opportunities, as the city project staff team worked with representatives from the 16 communities comprising the WEC.<sup>4</sup> 9 working group sessions were anticipated between 2023 and 2025. A 14 page "Terms of Reference" (TOR) document was distributed in October, 2023. <sup>5</sup> A general reference tool, "The Guide for Local Area Planning" (May 31, 2021) was also made available as a foundational reference tool.<sup>6</sup>

In February our community association received a planning request for consideration. It was from a planning consulting firm knowledgeable in the LAP engagement process. But it was clearly submitted prematurely and in anticipation of an approved WEC-LAP. The application proposed a new building on a 4 lot (100 foot) frontage of 6 storeys / 24 metres. The current built form on this segment of 50<sup>th</sup> Avenue (with some recent exceptions) is typically semi-detached one storey buildings under 8.6 metres in elevation.

This request was a reminder that the development community is looking closely at the changes that will come from an approved WEC-LAP. This plan, once approved, will not be a mere "guide", but will be considered to be the growth and development template for all communities within the LAP (a statutory plan). So, while the market seems to be ready to respond to the draft LAP with new product, it is

<sup>&</sup>lt;sup>2</sup> The North Glenmore Park Community Association is bisected by Glenmore Trail SW, with the community hall lying within the node south of Glenmore Trail. The NGPCA has an "oversight" relationship with the Glenmore Green community as well, lying to the west across Crowchild Trail.

<sup>&</sup>lt;sup>3</sup> This community 'severance' was applied not only to North Glenmore Park, but to the Richmond-Knobhill community as well. Unfortunately, this meant that our two communities would have to double down on volunteer time if we were to participate in both the current WEC-LAP as well as an unnamed future "Plan 9" LAP. The rationale was that the LAP boundaries are "established using large roads or geographic features as they create more significant physical boundaries between geographic areas of the city ... (and are) more easily identifiable on a map ...".

<sup>&</sup>lt;sup>4</sup> Please refer to Attachment 1 to this letter.

<sup>&</sup>lt;sup>5</sup> https://engage.calgary.ca/WestElbowPlan

<sup>&</sup>lt;sup>6</sup> "The Guide for Local Area Planning" (2021, updated Sept. 2023). https://www.calgary.ca/planning/publications.html

significantly out of sync with existing community housing and, as proposed, does not appear to be the "gentle density" often cited by many urban planners during densification discussions. Our comments are our attempt to ensure that the new WEC-LAP is a plan that has considered the input from the affected communities. In its current form it is NOT supported by our Community Association.

So, with respect to Map 3 ("Urban Form") of the proposed WEC-LAP, while 50th Avenue SW at this location is shown as "Neighbourhood Connector", so too is 20th Street south of 50th Avenue. This use is not appropriate on either roadway. Within North Glenmore, "Neighbourhood Flex" is our recommended urban form typology for both 20th Street and 50th Avenue.

NGPCA is concerned that the current description of "Neighbourhood Connector" includes having "options for small-scale commercial uses". Such areas are described as "primarily residential uses", "more residentially-oriented" and having <u>some</u> "work-live units or home-based businesses". We are concerned that this Urban Form may be interpreted as "commercial". There is no commercial space currently on 50th Avenue. With the high school to the west and the current redevelopment of the Glenmore Athletic field just to the east, we don't see a demand for commercial use on this corridor. In our community, this function is found at an existing corner CRU / strip mall at 20<sup>th</sup> Street and 54th Avenue and in the commercial plaza on Crowchild Trail and 54<sup>th</sup> Avenue.

Map 4 (building scale) of the WEC-LAP suggests "Low" (up to 6 storeys) on 50th Avenue, with "low-modified" (up to 4 storeys) on 20th Street and along 54th Avenue (east of 20th Street). Our request to City Council is to apply the "low-modified" not only on 20th Street, but along 50th Avenue SW as well.

NGPCA does not support the "low-modified" typology along the 50th Avenue SW corridor. NGPCA notes in the draft LAP "(w)hen adjacent parcels have different scale modifiers, development in these areas should be designed to respect their neighbourhood context. This includes considering existing site context, parcel layout, building massing, and landscaping in the design of the development, while still achieving the future vision for where growth is accommodated in the community."

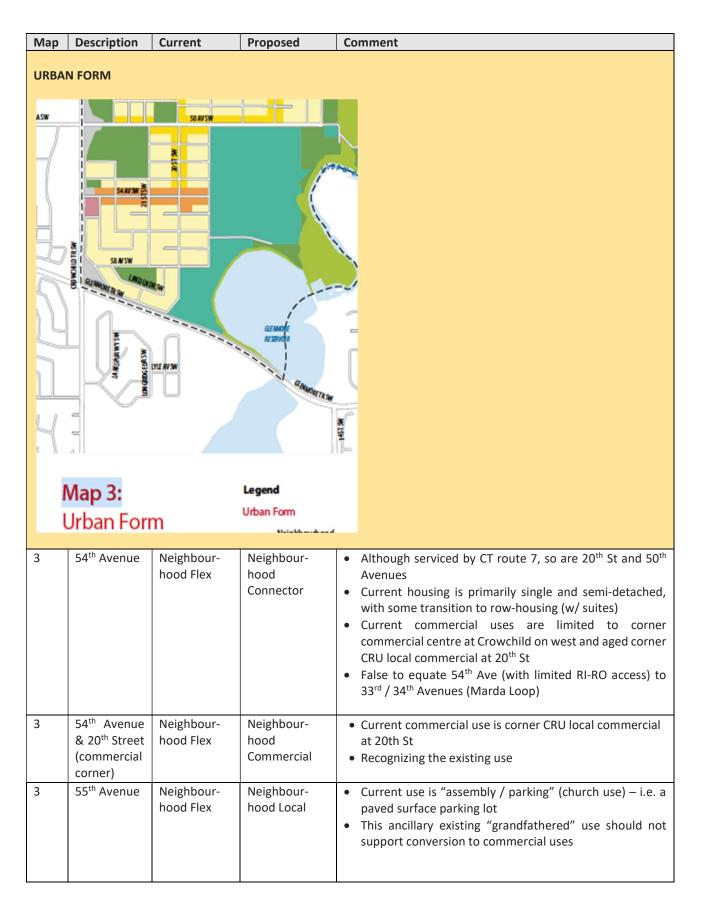
The mapping found within Map 3 (Urban Form) and Map 4 (Building Scale) is a somewhat blunt instrument, bringing to mind an exercise involving a highlighter and a ruler. The LAP should clearly state that all typologies within these two maps are subject to recognition of existing built form, much of which has been newly introduced in the community and which likely has decades of remaining viability.

While the population data found in Attachment 3 to the Administration's Report suggest a significant population decline in North Glenmore Park since the "peak year" (1970), City data suggests that community population is on the rise. <sup>7</sup> This is supportable intuitively by the significant number of corner lot "rowhouse" developments constructed over the last decade within our community. <sup>8</sup> We believe that it is highly probable to increase density within North Glenmore Park even after incorporating our suggested amendments to the current provisions found in Maps 3 and 4 of the LAP.

The following are the specific amendments the NGPCA requests to the proposed Map 3 (Urban Form) and Map 4 (Building Scale) in the WEC-LAP:

<sup>&</sup>lt;sup>7</sup> 2021 count – 2435. https://www.calgary.ca/communities/profiles/north-glenmore-park.html

<sup>&</sup>lt;sup>8</sup> In 2024, North Glenmore Park was one of the City of Calgary's suggested community walking tours for examples of R-CG infill redevelopment.



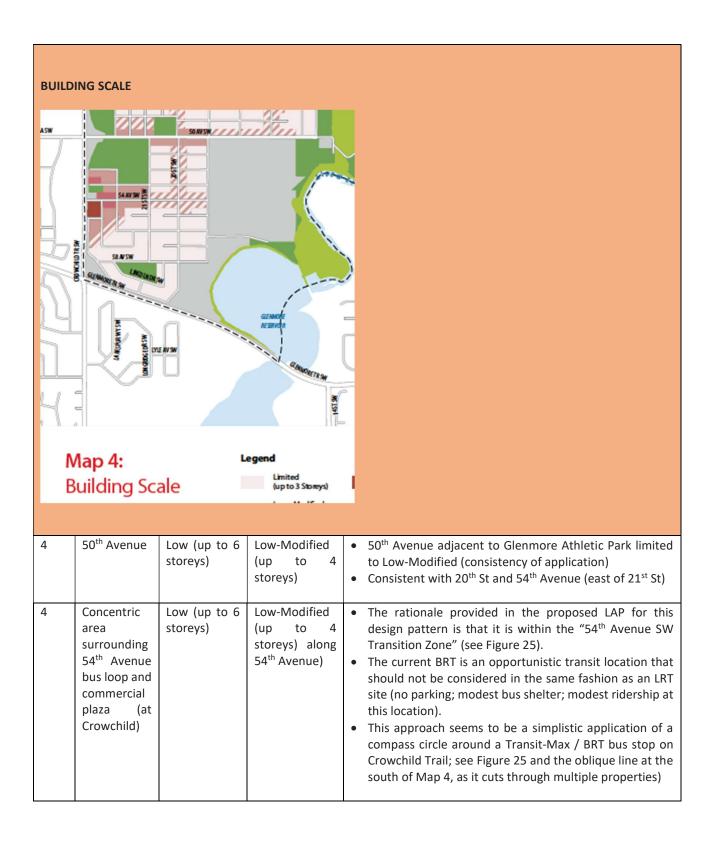
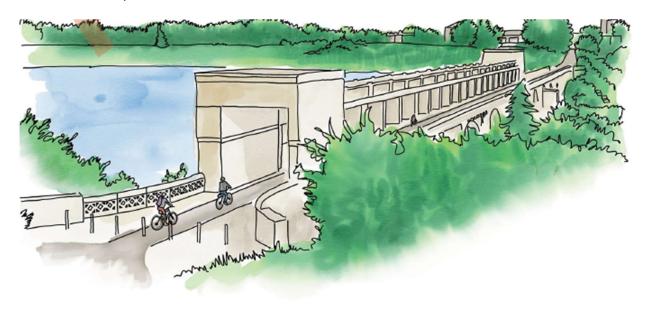


				Figure 25: 54 Avenue SW Transit Station Area  St Avenue SW Core Zone  54 Avenue SW Transition Zone
4	53 <sup>rd</sup> Avenue (west of 21 <sup>st</sup> Street)	Low (up to 6 storeys)	Limited (up to 3 storeys)	<ul> <li>Proximity to commercial centre (Crowchild Corner Centre) not sufficient to warrant this small pocket (1 block) of non-conforming development</li> </ul>
4	2300 block 53 <sup>rd</sup> and 54 <sup>th</sup> Avenues	Mid (up to 12 Storeys)	Low— modified (up to 4 storeys)	<ul> <li>Proximity to commercial centre (Crowchild Corner Centre) not sufficient to create this small pocket (1 block) of out of scale non-conforming development</li> <li>Modify to confirm to amended 54<sup>th</sup> Avenue corridor</li> </ul>
4	54 <sup>th</sup> Avenue / Crowchild commercial	High (up to 26 Storeys)	Low (up to 6 Storeys)	<ul> <li>The existing single storey commercial shopping centre (Crowchild Corner Centre) has been renovated by the current owner</li> <li>Existing uses unlikely to change in immediate future</li> <li>Limited accessibility to Crowchild access should be reflected in potential site scale and density</li> <li>Up to 6 storeys would be a 6-fold site increase</li> <li>While a potential transit-oriented site, the ultimate scale should be contextually respectful</li> </ul>

# Community Heritage

Although North Glenmore Park is not within any of the heritage "precincts" identified in Section 2.6.2 of the LAP, it is worth noting that our community does have its own share of heritage assets! While our historic community hall (1963) lies south of the LAP area, North Glenmore Park within the LAP is not without heritage assets. Included amongst them are the Glenmore Dam / Reservoir and the historic portions of the Glenmore Water Treatment facility. The Expressionist-style St. James Catholic Church (at 54<sup>th</sup> Avenue & 20<sup>th</sup> Street SW) was an early work from the same architects who later designed the Calgary International Airport, Mount Royal University and the Centre for the Performing Arts. Glenmore Athletic Park represents almost half of the land mass of the community (north of Glenmore Trail) and its redevelopment will have a significant impact on traffic through the community. And the Lakeview 9 golf

course is a vestigial remnant of the Earl Grey Golf course as it existed prior to the development of the Glenmore causeway in 1963.



Sincerely,

## **North Glenmore Park Community Association**

Chris Davis

Chris Davis

Chris Davis

Patrick Gobran

Co-Chair PARC

Co-chair PARC

# **Enc / Copied to:**

City of Calgary Planning & Development Dept. / WEC-LAP Team (Attention: Peter Schryvers)
North Glenmore Park Community Association (Attention: Lisa Burton, President)
North Glenmore Park CA - Planning and Area Redevelopment Committee (PARC)
Ward 11 Councillor Kourtney Penner <a href="mailto:eaward11@calgary.ca">eaward11@calgary.ca</a> / <a href="mailto:wARD11@calgary.ca">WARD11@calgary.ca</a>
Lisa Poole (President, Elbow Park Residents' Association)

(Acknowledgement: images used in this letter have been copied from the proposed draft WEC-LAP.)

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# **ATTACHMENT 1: WEC-LAP "Working Group" Engagement Sessions and Milestones**

Date	Subject	Location	Content	CA attendee
SPRING, 2023	PHASE 0 – DISC	OVER		
Sept 20, 2023	VIRTUAL Community Association Session #1	ONLINE – Microsoft Teams Meeting	Phase 1, Envision, topics including:  PAST: what is important for people to know about the area's history.  PRESENT: opportunities and challenges within the area as it exists today.  FUTURE: what's important to you and for future generations when	
Sept 25, 2023	IN-PERSON Community Association Session #2	Marda Loop Communities Association (3130 16 St. S.W.)	thinking about how the area could evolve.  Phase 1, Envision	
FALL, 2023	PHASE 1 – ENVI	,		1
Wed Oct 11 (6 – 8 pm)	IN-PERSON	Scarboro Community Association (1737 14 Ave SW, Calgary)	Open House / Drop-in ENGAGEMENT BOOK #1 DISTRIBUTED	
Mon Oct 23, 2023 (7:30 – 9 pm)	VIRTUAL open house			

<sup>&</sup>lt;sup>9</sup> In addition to the WEC-LAP "working group", a WEC "Heritage Guidelines Working Group" was established in October, 2023. There were also Community Association / BIA sessions that commenced on May 7, 2024.

Saturday October	NGP	North Glenmore	City LAP team staff met with community members to conduct a "walk-	
28, 2023 (10 am to Noon)	community	Park CA office	about" highlighting current community features	
to Noon)	walking tour	(2231 Longridge Drive SW)		
December 12, 2023	IN-PERSON Working Group Session #1	Marda Loop Communities Association (3130 16 St SW)	<ul> <li>Understanding the community assets that the Working Group values the most and the least today.</li> <li>Understanding the community assets that the Working Group hopes can be improved and added in the future.</li> </ul>	PG
Tuesday January 23, 2024 (7 – 8:30 pm)	VIRTUAL Working Group Session #2		Session 2: Validate Vision & Core Ideas <b>Draft Vision</b> : Defined by their proximity to downtown and the Elbow River, attractive amenities, walkable neighbourhoods and unique history, the West Elbow Communities will continue to flourish as highly desirable communities that provide an increased offering of housing, a diversity of neighbourhoods, businesses and recreational opportunities. The Plan supports a future that builds upon the eclectic mix of heritage and new homes and buildings, range of development types, diverse incomes and demographics, and variety of amenities throughout the West Elbow Communities. <b>Core values 1 – 5</b> :  1 – Housing for All 2 – Parks, Open Space, and Natural Areas 3 – Safe and Convenient Mobility 4 – Climate Adaption and Resiliency 5 – Daily Needs and Amenities	CD (partial)
Tuesday March 5, 2024	IN-PERSON Session #3	Military Museums - Education Center - 4520 Crowchild Trail SW, Calgary, AB T2T 5J4	Key Growth Areas -areas that could accommodate the development of four storeys or moreThe team has identified and mapped three categories (4-6 storey, 7-12 storey and 12+ storey) of existing areas that allow for this type of growth based on the following criteria: • Existing Zoning • Existing Policy • Existing Built Form - buildings that are 4 storeys or more but may be zoned for lower scale	JP
May 28 – June 24	PHASE 2 – EXPL	ORE		

	T.			_
Wed June 5, 2024 (7-8:30 pm)	VIRTUAL Session #4		Introducing <b>urban form and building scale categories</b> for the project. The purpose of this session is to share information with the Working Group members on the various urban form categories and building scale modifiers, and how they could be applied in a development scenario.	CD
Wednesday June 12 (6-8 pm)	In-Person engagement	Elbow Park Residents Association - 800 34 Ave SW.	OPEN HOUSE. Learn more about the project, chat with our project team, ask questions and share your ideas	
Tuesday June 18 (7-8:30 pm)	VIRTUAL		VIRTUAL OPEN HOUSE.	CD
Tuesday June 25, 2024 (6:30 – 8:30 pm)	IN-PERSON Session #5	cSPACE at Marda Loop, RGO Treehouse - 4th Floor, 1721 29 Ave SW	Key Areas for Urban Form and Building Scale Maps. This session will focus on reviewing and discussing key areas to inform the Urban Form and Building Scale in the Plan Area.	
Tuesday July 23, 2024 (6:30 – 8:30 pm)	IN-PERSON Session #6	Marda Loop Communities Association - 3130 - 16th Street SW	Reviewing and discussing the <b>DRAFT Urban Form and Building Scale Maps</b> in the Plan Area, as well as discuss Investment Priorities.	JP
Monday Sept 9 / Monday Sept 16	IN-PERSON	Military Museums - 4520 Crowchild Trail SW	Connect with the West Elbow Communities Local Area Planning team to discuss Phase 2 of the plan, including Heritage Guidelines, and have your questions answered by the team.	
Sept 17 – Oct 15	PHASE 3 – REFI	NE		
Thurs Sept 26 (7- 8:30 pm)	VIRTUAL		General community feedback	
October 2 (6-8 pm)	IN-PERSON	Marda Loop Communities Association (3130 16 St SW	General community feedback	

Wed Oct 9 (7-8:30 pm)	VIRTUAL		General community feedback	
Thurs Nov 21 (7 – 8:30 pm)	VIRTUAL Session #7		Focus on refining the plan. The project team will present the next draft Urban Form and Building Scale maps for the West Elbow Communities, building on the discussion from Session 6 and the feedback received from Phase 3 public engagement. These maps are draft only, and we are looking for feedback as part of this session.	
Monday Dec 9 / Thurs Dec 12	IN-PERSON	Calgary Water Centre, 625 25 Ave SE	Open discussion re PHASE 3	
January 16, 2025	IN-PERSON Session #8	Elbow Park Residents Association - 800 34 Ave SW	This session will focus on wrapping up as a working group: -Sitting down for dinner together Discuss the final draft Plan and explore its use as a tool to evaluate future ideas and proposals Chat about the next steps of Committee and Council, including opportunities for working group members to share their thoughts on the process and proposed draft Plan.	JP
January 14 – Feb 4, 2025	PHASE 4 – REA	ALIZE / LAUNCH – review	v final draft plan	
Tuesday January 21 (7-9 pm)	VIRTUAL		Community members can learn more about the West Elbow Communities Local Area Plan and ask questions at an upcoming in-person or online Information Session	
January 28 (6-8 pm)	IN-PERSON	cSPACE Marda Loop, Studio Theatre - 1721 29 Ave SW	Community members can learn more about the West Elbow Communities Local Area Plan and ask questions at an upcoming in-person or online Information Session	
Monday Feb 3 (5:30 – 7 pm)	VIRTUAL		Community members can learn more about the West Elbow Communities Local Area Plan and ask questions at an upcoming in-person or online Information Session	
Tuesday Feb 25 / Monday March 3	IN-PERSON	MNP Community & Sport Centre - 2225 Macleod Trail SE	"Conversation series" – public invited to speak with the West Elbow Communities Local Area Plan project team about Phase 4 and next steps.	

Wed April 2, 2024	Infrastructure & Planning Committee (IPC)	City staff present "final draft" WEC-LAP to Council committee	
Tuesday May 6, 2025	Calgary City Council	PUBLIC HEARING.	

PG – Patrick Gobran

CD – Chris Davis

JP – John Paikos



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## ATTACHMENT 2: WALKING TOUR SUMMARY

# West Elbow Communities Local Area Plan: Walking Tour with the North Glenmore Park Community Association Summary October 28 2023

#### General

- Community is made up of 1950-60s bungalows, and new infill developments. Primarily singledetached homes south of 54 Avenue SW and a mix of housing types north of 54 Avenue SW
- Assessing locations for Infill
  - CA notes that along wide, well maintained connector roads, on corner lots for example along 54 Avenue SW and 19 Street SW – would be good locations for infill
  - Thoughtful design, consider the interface between rowhouses and adjacent properties
- Tree canopy strong regard to preserve urban tree canopies through redevelopment
- Lanes service entire community including cul-de-sacs, varying lane sizes, some narrow and some much wider. Wide laneways provide opportunity for backyard suites
- There is a history book, *The Elbow: A River in the Life* of The City that the community has given to the project team. This will be a reference for history of the area

## **Site Specific**

- Glenmore Athletic Park
  - The community would like updates on the timing and phasing of the Glenmore Athletic
     Park redevelopment, including where access is planned to be located
  - Project team to coordinate with City Recreation for more information on phasing
- City yard at 19 Street SW and 57 Avenue SW
  - Undermaintained, needs upkeep, eyesore for users traveling on 19 Street SW, if something can be done to make it visually appealing
- 54 Avenue SW
  - On 54 Avenue SW is a church, and care facility owned by the church
  - Good example of where the community would support infill developments
  - 54 Avenue SW was recently resurfaced to Crowchild Trail
- Schools
  - 3 schools in the neighborhood, and Mount Royal University just outside community boundary

 Schools all have a big draw, which influences traffic and congestion issues especially during peak times

#### 56 Avenue SW

 Remove private property sign on roadway - There is an access to the Glenmore Water Treatment Centre off 56 Avenue SW, however 56 Avenue SW is a public roadway up to the entrance to the Treatment Centre

# Earl Grey Golf Course

- o Earl Grey City owned golf course split by Glenmore Causeway in the 60s
- o The golf course is on leased City land but operates mainly as a private course

### Mobility

- Bike lanes
  - o Currently a painted bike lane on 20 Street SW
  - Discussed the idea of moving the bike lane to 19 Street SW, as it is adjacent to Glenmore
     Park and 20 Street SW sees higher volumes of traffic
  - Compared to Main Streets in Calgary where bike lanes are now being placed adjacent to Main Streets instead of on them
- Road maintenance Appetite for developer levy for cohesive fix of roads and sidewalks after infill
- Neighbourhood entrances only two at 50 Avenue SW and 54 Avenue SW
- Speedbumps along 21 Street SW would be helpful
- Intersection at 20 Street SW and 50 Avenue SW
  - Currently a 4 way stop
  - Traffic concerns during peak hours on 50 Avenue SW when students/families are walking to the school at this intersection, there is a never-ending flow of pedestrians
  - Safety concerns with pedestrian crossings
  - Recommendations from CA to add a protected pedestrian crossing, or crossing guard during peak hours, to meet safety needs and sort congestion
- 19 Street SW Very busy during peak times, can improve traffic calming, pedestrian access, and way finding
- 50 Avenue SW transit, CA recommends adding signs and educating the public urging them to park along 50 Avenue SW, to take away street parking from interior roads and/or parking in higher traffic areas (i.e. near schools)



CC 968 (R2024-05)

#### FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

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First name [required]	Michal
Last name [required]	Waissmann
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]	Standing Policy Committee on Community Development
Date of meeting [required]	Apr 2, 2025
What agenda item do you wish to comme	ent on? (Refer to the Council or Committee agenda published here.)
[required] - max 75 characters	West Elbow Communities Local Area Plan
Are you in favour or opposition of the issue? [required]	In favour

ISC: Unrestricted 1/2



CC 968 (R2024-05)

ATTACHMENT\_01\_FILENAME

ATTACHMENT\_02\_FILENAME

Comments - please refrain from

providing personal information in

this field (maximum 2500

characters)

Dear Members of City Council,

I am writing to express my strong support for the West Elbow Communities Local Area Plan (LAP). As an engaged community member who attended all of the working group sessions, I had the opportunity to participate in thoughtful discussions and provide input throughout the planning process. While no plan is perfect, I firmly believe that this LAP sets a solid foundation for sustainable, balanced and much-needed densification in our communities.

One of the key strengths of the plan is its focus on directing density to appropriate areas, such as key corridors like 17 Ave, 14 Street, 33 Ave, and areas near the Sunalta and Erlton LRT stations. At the same time, it respects the existing character of our neighborhoods by maintaining most low-density areas as "Limited Scale/Neighbourhood Local." This balanced approach ensures that growth happens where it makes the most sense while preserving the unique feel of our communities.

Additionally, I am particularly excited about the increased flexibility for small-scale commercial and home-based businesses. Allowing for more local businesses will further enhance the walkability of our neighborhoods, fostering a stronger sense of community while providing residents with more accessible services.

Throughout the process, I found the working group sessions to be open and collaborative, providing ample opportunities for discussion and input. By working in small groups, we ensured that all voices were heard, and the process was not dominated by the most vocal participants. While I may not agree with every aspect of the final plan, I recognize that it represents a thoughtful and pragmatic approach to future development.

Furthermore, as someone involved with the development committee, I have seen first-hand the challenges caused by a lack of clear regulatory frameworks for reviewing proposals. It is frustrating to witness poor-quality projects being approved due to these gaps. I am hopeful that this plan will provide stronger guidance to positively shape the urban and architectural context of our communities, leading to more diverse, high-quality development that benefits everyone.

Thank you for your time and consideration. I encourage City Council to approve the West Elbow Communities Local Area Plan to ensure our neighborhoods can continue to grow in a thoughtful and balanced way.

M.

ISC: Unrestricted



CC 968 (R2024-05)

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First name [required]	Kimberly
Last name [required]	Warnica
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Are you in favour or opposition of the issue? [required]	In opposition

ISC: Unrestricted 1/2



CC 968 (R2024-05)

ATTACHMENT\_01\_FILENAME

ATTACHMENT\_02\_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Hello. I'm a resident of Richmond which will be impacted by the west elbow communities LAP. I reviewed the documents mailed out several months ago, but now realize the information and changes this plan will bring were not made very clear. From the maps offered, I understood that the height limitations on my street would be held at 3 stories. I however did not understand that the lots would be rezoned to allow for higher density structures such as four plexes/town houses. There is now a builder trying to build a high density complex across the street from my home. The street cannot accommodate all of the additional parking and traffic. I feel misled by the plan documents that were shared publicly. As a resident I would have opposed this plan more strongly had I known the intent to rezone for high density. No am very concerned what impact this will have on my property value, which was purchased not knowing this densification and over building of the street was a possibility.

Please reconsider the negative impacts to the existing residents when determining this community plan.

Thank you,

Kim



Erlton Community Association PO Box 94078 Elbow River RPO Calgary, AB T2S 0S4

March 25, 2025

The City of Calgary

To Mayor Gondek and members of Calgary City Council

Re: West Elbow Local Area Plan (WELAP) Phase 4 Engagement

The Erlton Community Association (ECA) supports the Request to Refer West Elbow LAP Back to Administration by the group of communities in the WELAP.

Should City Council decide to proceed with its adoption, the ECA wishes to express its profound disappointment that there were no modifications to the maximum potential height shown in Map 2: Draft Building Scale from the Phase 3 engagement.

As stated in our previous letters (attached), the ECA believes a better building scale would be to allow up to 6 storeys (similar to what is currently developed on the north side of 25<sup>th</sup> Ave) on the south side of 25<sup>th</sup> instead of the proposed up to 12 storeys, with potentially up to 6 storeys along Macleod Trail, with the balance up to 3 storeys as currently exists. This was proposed in our response to the Phase 3 draft.

In recent years, after decades of spotty redevelopment after the 1982 adoption of the Erlton Area Redevelopment Plan (ARP), the area has been redeveloping with grade-oriented housing. The proposed increased massing will create uncertainty as it will result in an expectation of increased land value, resulting in land banking, lack of maintenance for properties considered to be land value, and the degradation of the community. Further, the ECA would like to make the following points:

- 1. Residents have purchased or built their homes on the expectation that the compromise that resulted in the Erlton ARP would be respected.
- 2. Erlton is a very small, progressive community for example, we supported the redevelopment of Erlton School for affordable housing with more units within the allowable massing.
- 3. The grade-oriented requirement allows for a diversity of households, including families with young children. Allowing up to six storeys will inevitably result in apartment-style housing, a building form that was explicitly not allowed in the Erlton ARP.

If the WELAP is adopted, we urge City Council to amend Map 4: Building Scale as attached.

The other portions of the WELAP as it affects Erlton are supportable.

The Erlton Community Association

Per: Heesung Kim, Chair,

Planning and Development Committee



Requested modifications to Map 4: Building Scale are in this area between 25<sup>th</sup> Ave SW and 29 Ave SW.

# Legend

