Calgary

AGENDA

INFRASTRUCTURE AND PLANNING COMMITTEE

July 3, 2024, 9:30 AM
IN THE COUNCIL CHAMBER

Members

Councillor S. Sharp, Chair
Councillor J. Mian, Vice-Chair
Councillor A. Chabot
Councillor S. Chu
Councillor P. Demong
Councillor E. Spencer
Councillor J. Wyness
Mayor J. Gondek, Ex-Officio

SPECIAL NOTES:
Public are encouraged to follow Council and Committee meetings using the live stream:
www.calgary.ca/watchlive.
Members may be participating remotely.

1. CALL TO ORDER

2. OPENING REMARKS

3. CONFIRMATION OF AGENDA

4. CONFIRMATION OF MINUTES

   4.1 Minutes of the Regular Meeting of the Infrastructure and Planning Committee, 2024 June 12

5. CONSENT AGENDA

   5.1 DEFERRALS AND PROCEDURAL REQUESTS
   None

6. POSTPONED REPORTS
   (including related/supplemental reports)
   None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1   Bearspaw South Feeder Main Break - Independent Review, IP2024-0806

7.2   East Calgary International Avenue Communities Local Area Plan, IP2024-0475

7.3   Multiple Municipal Historic Resource Designations – Summer 2024, IP2024-0682

7.4   Calgary Planning Commission Governance Review and Amendments to the Calgary Planning Commission Bylaw 28P95, IP2024-0784

8.   <u>ITEMS DIRECTLY TO COMMITTEE</u>

    8.1   REFERRED REPORTS
        None

    8.2   NOTICE(S) OF MOTION
        None

9.   <u>URGENT BUSINESS</u>

10.   <u>CONFIDENTIAL ITEMS</u>

    10.1   ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

        10.1.1   Government of Alberta Funding Agreements for Bridgeland Place and Mount Pleasant Affordable Housing Projects, IP2024-0757
                Held confidential pursuant to Sections 24 (Advice from officials) and 25 (Disclosure harmful to economic and other interests of a public body) of the *Freedom of Information and Protection of Privacy Act.*

                Review By: 2064 July 30

    10.2   URGENT BUSINESS

11.   <u>BRIEFINGS</u>
       None

12.   <u>ADJOURNMENT</u>

Calgary

MINUTES

INFRASTRUCTURE AND PLANNING COMMITTEE

June 12, 2024, 9:30 AM
IN THE COUNCIL CHAMBER

PRESENT: Councillor S. Sharp, Chair
                  Councillor J. Mian, Vice-Chair
                  Councillor A. Chabot (Partial Remote Participation)
                  Councillor S. Chu
                  Councillor P. Demong (Remote Participation)
                  Councillor E. Spencer
                  Councillor J. Wyness
                  Mayor J. Gondek
                  Councillor G-C. Carra (Remote Participation)
                  Councillor R. Dhaliwal
                  Councillor D. McLean

ALSO PRESENT: General Manager M. Thompson
                  Senior Legislative Advisor A. de Grood
                  Legislative Advisor A. Lennox

1.   CALL TO ORDER

      Councillor Sharp called the meeting to order at 9:37 a.m.

      ROLL CALL

      Councillor Carra, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor
      Dhaliwal, Councillor McLean, Councillor Mian, Councillor Spencer, Councillor Wyness,
      and Councillor Sharp

2.   OPENING REMARKS

      Councillor Sharp provided opening remarks and a traditional land acknowledgment.

3.   CONFIRMATION OF AGENDA

      Moved by Councillor McLean

      That the Agenda for the 2024 June 12 Regular Meeting of the Infrastructure and
      Planning Committee be confirmed.

                                                              MOTION CARRIED

4.   CONFIRMATION OF MINUTES

4.1 Minutes of the Regular Meeting of Infrastructure and Planning Committee, 2024 May 15

Moved by Councillor Mian

That the Minutes of the 2024 May 15 Regular Meeting of the Infrastructure and Planning Committee be confirmed, **as corrected.**

MOTION CARRIED

5. CONSENT AGENDA

  5.1 DEFERRALS AND PROCEDURAL REQUESTS

  None

6. POSTPONED REPORTS

  None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

  7.1 Legacy Parks Program Update, IP2024-0317

  Moved by Councillor Carra

  That with respect to Report IP2024-0317, the following be approved, **after amendment**:

  That the Infrastructure and Planning Committee recommend that Council receive this report for the Corporate Record.

  For: (10): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Spencer, Councillor Wyness, Mayor Gondek, Councillor Carra, and Councillor McLean

MOTION CARRIED

  7.2 Citywide Growth Strategy: Targeted Amendments to Existing Industrial Area Structure Plans, IP2024-0587

  The following documents were distributed with respect to Report IP2024-0587:

  • Revised Cover Report;

  • Revised Attachment 3;

  • Revised Attachment 4;

  • Revised Attachment 10;

  • A document entitled "Proposed Amendments to Part 2 of the Revised Stoney Industrial Area Structure Plan"; and

  • A letter from Brian Hahn.

The following speakers addressed Committee with respect to Report IP2024-0587:

1. Deborah Cooper, BILD Calgary Region

2. Brian Hahn, BILD Calgary Region

Moved by Councillor Chabot

That with respect to **Revised** Report IP2024-0587, the following be approved, **after amendment:**

That the Infrastructure and Planning Committee recommend that Council:

1. Give three readings to the proposed bylaw **for the amendments to** the Revised Stoney Industrial Area Structure Plan (**Revised** Attachment 3);

2. Give three readings to the proposed bylaw **for the amendments to** the Northeast Industrial Area Structure Plan (**Revised** Attachment 4);

3. Give three readings to the proposed bylaw **for the amendments to** the Saddle Ridge Area Structure Plan (Attachment 5);

4. Give three readings to the proposed bylaw **for the amendments to** the Southeast Industrial Area Structure Plan (Attachment 6);

5. Give three readings to the proposed bylaw **for the amendments to** the Southeast 68 Street Industrial Area Structure Plan (Attachment 7); and

6. **Adopt, by resolution, the proposed amendments to Part 2 'Background Information' of the Revised Stoney Industrial Area Structure Plan (Attachment 11).**

For: (9): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Spencer, Councillor Wyness, Councillor Carra, and Councillor McLean

MOTION CARRIED

7.3   Growth Infrastructure Continuous Improvement Plan, IP2024-0573

Councillor Sharp left the Chair at 10:59 a.m. and Councillor Mian assumed the Chair.

Councillor Sharp resumed the Chair at 11:01 a.m.

The following documents were distributed with respect to Report IP2024-0573:

- A presentation entitled "Calgary's historical water demand"; and

- A letter from Brian Hahn.

The following speakers addressed Committee with respect to Report IP2024-0573:

1. Deborah Cooper, BILD Calgary Region

2. Jackie Stewart, BILD Calgary Region

3. Brian Hahn, BILD Calgary Region

Councillor Demong (Remote Member) left the meeting at 11:22 a.m.

Councillor Demong (Remote Member) joined the meeting at 11:27 a.m.

By General Consent, Committee modified the lunch recess to begin following the conclusion of a question of clarification for Item 7.3.

Committee recessed at 12:07 p.m. and reconvened at 1:04 p.m. with Councillor Sharp in the Chair.

ROLL CALL

Councillor Chabot, Councillor Chu, Councillor Demong, Councillor McLean, Councillor Mian, Councillor Spencer, Councillor Wyness, and Councillor Sharp

Moved by Councillor Wyness

That with respect to Report IP2024-0573 that the following be approved:

That the Infrastructure and Planning Committee recommend that Council direct Administration to:

1. Engage a third-party engineering resource to:

   a. Complete a review on water use trends and water loss (locally and in comparative jurisdictions); and;

   b. Complete an analysis of established areas, new communities and municipal customer water infrastructure design metrics for the purpose of calculating greenfield and established area development levies.

2. Report back to Council through the 2024 October 16 Infrastructure and Planning Committee with a progress update.

3. Amend Item G in the Growth Infrastructure Continuous Improvement Plan, Attachment 2, by deleting Item G in its entirety and replacing with the following:

"g. to include work to identify risks and costs of operating and maintenance issues arising from both under and over-utilized infrastructure, considering both slow and accelerated paces of growth."

For (8): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Spencer, Councillor Wyness, and Councillor McLean

MOTION CARRIED

8. <u>ITEMS DIRECTLY TO COMMITTEE</u>

   8.1 REFERRED REPORTS

   None

8.2 NOTICE(S) OF MOTION

None

9. URGENT BUSINESS

None

10. CONFIDENTIAL ITEMS

10.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

None

10.2 URGENT BUSINESS

None

11. BRIEFINGS

11.1 Citywide Growth Strategy: Semi-Annual Update on Growth Applications, IP2024-0718

12. ADJOURNMENT

Moved by Councillor Mian

That this meeting adjourn at 1:40 p.m.

MOTION CARRIED

The following Item has been forwarded to the 2024 July 16 Public Hearing Meeting of Council:

OTHER REPORTS FOR PUBLIC HEARING

- Citywide Growth Strategy: Targeted Amendments to Existing Industrial Area Structure Plans, IP2024-0587

The following Items have been forwarded to the 2024 July 30 Regular Meeting of Council:

CONSENT AGENDA

- Legacy Parks Program Update, IP2024-0317

- Growth Infrastructure Continuous Improvement Plan, IP2024-0573

The next Regular Meeting of the Infrastructure and Planning Committee is scheduled to be held on 2024 July 3 at 9:30 a.m.

CONFIRMED BY COMMITTEE ON

_____   _____
CHAIR   CITY CLERK

Chief Administrative Officer's Report to
Infrastructure and Planning Committee
2024 July 03

ISC: UNRESTRICTED
IP2024-0806

Bearspaw South Feeder Main Break - Independent Review

PURPOSE

The purpose of this report is to share the draft Guidelines for an independent third-party review (Review) of the Bearspaw South Feeder Main Break. The review will assess and understand what happened and why, the response to the incident, and how The City can learn and improve.

PREVIOUS COUNCIL DIRECTION

This is a new report without previous Council direction.

RECOMMENDATIONS:

That the Infrastructure and Planning Committee:
1. Direct this item to the 2024 July 16 Public Hearing Meeting of Council, and
2. Recommend that Council:
    a. Receive the draft Guidelines of the Bearspaw South Feeder Main Break Independent Review (Attachment 1),
    b. Direct Administration to undertake the necessary measures to implement the independent Review Panel, as an Administration Committee, and support the work as outlined in the draft Guidelines (Attachment 1), and
    c. Direct Administration to enable a verbal progress update to Council no later than 2024 September to be led by the Review Panel Chair.

CHIEF ADMINISTRATIVE OFFICER COMMENTS

The City's Chief Administrative Officer David Duckworth concurs with the recommendations in this report.

HIGHLIGHTS

- Administration's recommendations reinforce the need for an independent third-party review to consider factors that contributed to the feeder main break, possible root cause of the break, and incident response. The Review will also assess asset management practices and overall system resilience of the drinking water distribution system to inform its recommendations.
- The Review Panel will be an Administration Committee reporting to the Chief Administrative Officer. This structure along with the draft Guidelines and periodic reports to City Council supports a quick response, accountability, and openness.
- The Review Panel Chair will be responsible to confirm the objectives, scope, and guiding principles of the Review, and bring any recommended changes to City Council for information.
- The final report including recommendations and findings will be delivered to the Chief Administration Officer by 2024 October 31, prior to Committee or Council in November 2024.
- The independent third-party review is integral for Calgarians, Council, and Administration to understand what happened and how our water distribution system can be improved going forward.

Chief Administrative Officer's Report to
Infrastructure and Planning Committee
2024 July 03

ISC: UNRESTRICTED
IP2024-0806

Bearspaw South Feeder Main Break - Independent Review

- The draft Guidelines provide significant value to Calgarians, Council and Administration by identifying key objectives like maintaining and enhancing public confidence in our water distribution system, ensuring continuous improvement of both our drinking water system and ability to manage future emergency events.

DISCUSSION

On 2024 June 5, a critical water main break occurred to the Bearspaw South Feeder Main. This water supply pipe carries water from the Bearspaw water treatment plant across the city. This incident impacted water availability to Calgary and regional municipalities. In response to the water main break, Calgarians, businesses and regional neighbours were asked to reduce their indoor water use by 25%, Stage 4 Outdoor Water Restrictions were enacted, and a city-wide fire ban was put in place. While inspecting and repairing the pipe, five additional 'hotspots' were discovered, and a State of Local Emergency was declared on 2024 June 17.

An independent third-party review of the Bearspaw South Feeder Main Break and ensuing response will aim to understand what happened and why. The Review Panel will be established in 2024 July. The final report including recommendations and findings are expected to be delivered by 2024 October 31.

In developing the draft Guidelines, Administration reviewed Terms of Reference, such as the Financial Task Force, the Housing Affordability Task Force, and the Economic Resilience Task Force. Administration also sought feedback from the Canadian Water Network through a peer review of the Guidelines as they were being drafted.

Upon Council approval of the recommendations, an independent Selection Committee will select and appoint a Review Panel Chair. The Selection Committee will comprise four or five individuals, including representation from The Calgary Chamber of Commerce and the Utilities Sector. Once selected, the Chair will be responsible to establish the Review Panel, and confirm the objectives, scope, and guiding principles of the Review. Any changes to the Guidelines by the Review Panel Chair will be presented to Council for information.

EXTERNAL ENGAGEMENT AND COMMUNICATION

☐ Public engagement was undertaken

☐ Public/interested parties were informed

☐ Dialogue with interested parties was undertaken

☒ Public communication or engagement was not required

IMPLICATIONS

Social, Environmental, and Economic Implications

The findings and recommendations of the independent review will allow The City to learn and improve its practices and procedures. This learning and improvement will be to the benefit of Calgarians, businesses and regional customers supporting social, environmental, and economic outcomes.

Bearspaw South Feeder Main Break - Independent Review

Service and Financial Implications

Self-supported funding

This is a net new request and will be funded from the Utility Reserve. These funds would otherwise be held in the Reserve and earn investment income.

RISK

There is risk to the Review Panel's ability to deliver a fulsome review by 2024 October 31 and it is dependent on the timing of securing a Panel Chair by 2024 July 31. To manage this risk, Administration has identified an Administrative Liaison to work with the Chief Administrative Officer to ensure this review is a high priority in the Corporation. To support expediting this, Administration also can use existing requests for standing offer (RFSO) that have pre-qualified consultants.

ATTACHMENT

1. Bearspaw South Feeder Main Break – Independent Review Draft Guidelines -

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
David Duckworth	Chief Administrative Officer	Approve
Stuart Dalgleish	Chief Operating Officer	Consult
Carla Male	Chief Financial Officer	Consult
Katie Black	General Manager, Community Services	Consult
Michael Thompson	General Manager, Infrastructure Services	Consult
Doug Morgan	General Manager, Operational Services	Consult
David Mercer	Manager, Planning & Real Estate Law	Consult

Author: Kathy Davies Murphy, Deputy Director, Chief Operating Office

Bearspaw South Feeder Main Break Independent Review

Draft Guidelines

1. **Background**

   On 2024 June 5, a critical water main break occurred to the Bearspaw South Feeder Main. This incident impacted water availability to Calgary and regional municipalities. In response to the water main break, Calgarians, businesses and regional neighbours were asked to reduce their indoor water use by 25%, Stage 4 Outdoor Water Restrictions were enacted, and a city-wide fire ban was put in place. While inspecting and repairing the pipe, five additional 'hotspots' were discovered, and a State of Local Emergency was declared on 2024 June 17.

2. **Purpose**

   An independent third-party review (Review) of the Bearspaw South Feeder Main Break will aim to understand what happened and why. It will also assess the response to the Feeder Main break. The review will consider factors that contributed to the break, identify possible root cause of the pipe break, and assess current asset management practices of the water distribution system. Further, the review will look to improve Water system distribution resilience moving forward.

   The review will be conducted by an independent Panel (the Review Panel) with consulting support. The Review Panel will have flexibility to confirm these guidelines, including the objectives, scope and guiding principles. Any changes will be communicated to City Council.

3. **Objectives**

   The objectives are:
   1) Learn from this incident to ensure continuous improvement of how The City responds to and manages future emergency events,
   2) Maintain and enhance public trust and confidence in the drinking water distribution system, and
   3) Confirm long-term, reliable delivery of drinking water and continuous improvement of The City's drinking water system

4. **Scope**

   Proposed Scope of Work:
   1) Response to the Bearspaw South Feeder Main break,
   2) Water distribution system asset management, and
   3) Water distribution system resilience

The Review Panel will prepare a report, assess Calgary's performance to industry standards and best practices (i.e. benchmarking). The Chair will deliver a report including prioritized recommended actions to Administration and City Council.

The proposed scope of work includes the following:

1) Response to the Bearspaw South Feeder Main break:
   a) Timeframe: From June 5, 2024 to the date the State of Local Emergency is rescinded, or the date the South Bearspaw Feeder Main is returned to service, whichever is later.
   b) Review the effectiveness of actions to respond to and complete the repairs to the initial watermain break and the five hotspots that were subsequently discovered, including the implementation of the Municipal Emergency Plan and the State of Local Emergency.
   c) Review the contingency plans that were put in place during the response and repair of the Bearspaw South Feeder Main.
   d) Review communication plans put in place to communicate with Council, City staff, Contractors, Regional customers, and the Public.
   e) Make clear and implementable recommendations on improvements in these areas that can be applied broadly to The City's emergency response in the event of a service disruption.

2) Asset management scope:
   a) Timeframe: historical to present as deemed appropriate by the Review Panel.
   b) Determine the cause and/or contributing factors of the initial feeder main break and the five hotspots that were subsequently discovered in the Bearspaw South Feeder Main.
   c) For this Bearspaw South Feeder Main, and for the water distribution system generally, evaluate and make recommendations for The City's:
      o asset management practices and programs, including inspection and monitoring programs,
      o asset standards and specifications, and
      o risk modelling and mitigation strategies.

3) Water distribution system resilience:
   a) Timeframe: historical to present as deemed appropriate by the Review Panel.
   b) Make recommendations for specific, implementable actions to improve water supply resilience.
   c) Assess system redundancy (water distribution system assets) and validate standards of resilience in the case of major infrastructure failure (management of system).
   d) Assess the planning criteria (i.e. levels of service, cost, regulatory requirements, customer demand, risk tolerance, operations response, etc.) to ensure system function in the event of major infrastructure failure.

4) Out of scope for this review and to be confirmed by the Review Panel:
   a) Non-water distribution asset classes
   b) Water demand management (outside of this incident)
   c) City and regional growth plans, including water license capacity
   d) Water efficiency and water loss
   e) Water quality

5. Guiding Principles

The guiding principles of the Review Panel will be confirmed by the Review Panel once established. The guiding principles, however, should be reflective and focused on the review's objectives, outlined above. It is the responsibility of the Chair to define the guiding principles with members of the Review Panel.

6. Timeline

Timeline	Deliverable
July 2024	Select a Review Panel Chair and Review Panel members
September 2024	Panel Chair provide a progress update to Council
October 2024	Final report from the Panel Chair to CAO
November 2024	Panel Chair presentation of Panel Recommendations to Council

7. Review Panel Selection and Membership

An independent Selection Committee will select and appoint a Review Panel Chair. The Selection Committee will comprise four to five (4-5) individuals, including representatives from The Calgary Chamber of Commerce and the Utilities Sector. Once a Chair is in place, the selection committee will remain as an advisory body to provide support as needed to the Chair in the selection of Review Panel members. Once the Review Panel is convened, the Selection Committee will disband.

The Review Panel should consist of expert representatives from private industry, professional associations, academia, and government entities to ensure a neutral and rigorous review.

ISC:UNRESTRICTED

The Review Panel will consist of no more than 12 members, including the Chair.

The eligibility criteria and desired skills and experience for the Chair is outlined in Appendix A. The eligibility criteria and desired skills and experience for the Review Panel members is outlined in Appendix B.

All information about members of the Review Panel is subject to the *Freedom of Information and Protection of Privacy Act*. The list of members, their credentials and their organizational affiliations will be made public in the spirit of openness and transparency.

8. **Roles and Responsibilities**

Selection Committee
- Select and appoint a Review Panel Chair.
- Support the Chair in the selection of the Review Panel Members.
- Provide advice on the Guidelines to the Chair.

Review Panel Chair

- Understand the purpose and objectives of the Panel Review
- Confirm objectives, scope, and guiding principles with the Review Panel members, amend and refine as necessary, and provide that information to City Council.
- Select Review Panel members, in consultation with the Selection Committee
- Provide leadership to the Review Panel to achieve its objectives and organize the Review Panel's work so it is carried out in an orderly and timely manner.
- Retain consulting and technical resources as necessary.
- Chair all meetings of the Review Panel.
- Assign the taking of notes and minutes to a Review Panel member to act as Secretary
- Lead the development of the Review Panel work plan and be accountable for delivery according to objectives and timelines.
- Ensure resources are available for timely coordination and administration of the Review Panel.
- Obtain from Administration the information and data to deliver on the objectives and scope of work.
- Deliver a report, including prioritized recommended actions, to City Council and Administration.
- Act as the designated Council presenter and media spokesperson for the Review Panel.
- The Chair may name a Vice Chair from the Review Panel members to act in their absence.

All Review Panel members, including the Chair

- Contribute expertise and experience to the review.
- Adhere to the guiding principles of the review.
- Attend all meetings, review information provided by The City in advance of meetings and provide timely feedback and input on components of the review.

- Provide objective perspectives and perform functions that will not place or be seen to place Review Panel members in real or perceived conflict with the objectives and scope of the review. Members must declare any private interests they have and recuse themselves from making recommendations or decisions that would impact those private interests.
- Maintain confidentiality by not releasing personal and/or confidential information obtained through their membership of the Review Panel and/or or use it to further private interest or those of friends, relatives, or colleagues. Review Panel members will be bound by a non-disclosure agreement.
- The Review Panel members are not to communicate or provide comments to media outlets without consultation with the Chair.

City of Calgary Administration
- Provide timely information, data, and artifacts for the review, as requested by the Review Panel.
- Enable Review Panel updates and progress to Council, including the final report.
- Provide support and resourcing necessary for the Review Panel to deliver on the objectives and scope of the Review.
- Prepare an Administration response and implementation plan to address the Review Panel recommendations.
- Review and approve budget and expenditures.

9. **Level of Authority**

The Review Panel members will not represent themselves as having any authority beyond what is outlined in these guidelines. The Review Panel will provide final recommendations to City Council and Administration. City Council retains authority related to Service Plans and Budgets, and the ability to direct Administration. Administration retains the authority to propose implementation plans and strategies to address the recommendations of the Review Panel.

10. **Policy**

The Review Panel will be expected to adhere to all applicable City of Calgary policies and procedures. The Review Panel may be required to complete City of Calgary training to comply with City policies. This training, if necessary, will be arranged and coordinated by appropriate City staff.

11. **Communication with The City**

The Chair will communicate with City Administration through the Chief Administrative Officer (CAO), the CAO's Administrative Liaison, or other Administration officers as determined by the CAO.
The Review Panel will communicate with members of Council through the Committee or Council meeting process.

12. **Review Panel Funding and Budget**

A budget for the Review will be jointly established by the Panel Chair and the CAO.
Budget funding will be provided by The City.

ISC:UNRESTRICTED

13. Remuneration and Expenses

The remuneration payable to the Chair and Review Panel members will be determined by the CAO, in line with public sector norms for boards, commissions and committees.

The Chair and Review Panel members are eligible to claim reasonable expenses, including travel to meetings where an on-line remote meeting is not suitable, as determined by the Chair. These expenses will be approved by the CAO and paid by The City through a process consistent with City policies.

14. Meetings, Organization and Decision-Making

Led by the Chair, the Review Panel is expected to decide and document how it will organize itself.

The Review Panel is expected to meet at minimum on a bi-weekly (every two weeks) basis and more frequently if required.

Decisions will be made by consensus and a quorum of two-thirds of the Review Panel is required for decision making.

15. Information Management

All materials, written reports and information produced by the Review Panel, consultants or sub-contractors will become the property of The City of Calgary and subject to the Freedom of Information and Protection of Privacy Act (Alberta), and The City records management policies.

16. Term

Once the Review Panel's final report is shared with Council and the Public, the Review Panel membership and mandate will be reassessed to determine if the objectives of the Review have been met or if there is need for continued work.

Appendix A: Eligibility and Selection Criteria for the Review Panel Chair

Appendix B: Eligibility and Selection Criteria for Review Panel Members

Appendix A: Eligibility and Selection Criteria for the Review Panel Chair

	Chair Selection Criteria
Must meet	
Eligibility	· Member of APEGA or other related professional association in good standing · Not a current or former employee of The City of Calgary · Not an elected official · Holds no personal or commercial interest in the Review Panel findings or recommendations · Has not been previously engaged by The City as a contractor or consultant on projects related to this scope of work (i.e. construction or maintenance of the Bearspaw Feeder Main, water utility asset management, system resilience, emergency response) · Not engaged in the emergency response or restoration activities for the Bearspaw South Feeder Main break
Desired Skills and Experience	
Expertise and experience	· Experience in utility, pipeline, major construction, or other large asset-intensive industry · Experience and credibility related to risk management · Government Relations · Emergency management · Academia · Analytical skills · Affiliation with a professional association, such as, Canadian Society of Civil Engineers (CSCE), Canadian Water Resources Assoc. (CWRA), Canadian Water and Wastewater Assoc. (CWWA), American Society of Civil Engineers (ASCE), American Water Works Assoc. (AWWA), International Water Assoc. (IWA), Water Research Foundation, and Canadian Water Network (CWN).
Leadership	· Demonstrate integrity and high ethical standards · Significant senior leadership experience in a large organization · Strong decision-making skills · Public service orientation · 3-5 years previous Board of Director experience
Communication	· Strong written and verbal communication skills · Media / public relations spokesperson training and experience · Presentation experience to boards, commissions, or committees

Appendix B: Eligibility and Selection Criteria for Review Panel Members

The Chair has the discretion to choose Review Panel Members with the appropriate skill sets to deliver on the objectives and scope of work outline in these Guidelines. The Chair may consult with the Selection Committee throughout this process.

	Review Panel Selection Criteria
Must meet	
Eligibility	· Not a current or former employee of The City of Calgary · Not an elected official · Holds no personal or commercial interest in the Review Panel findings or recommendations · Has not been previously engaged by The City as a contractor or consultant on projects related to this scope of work (i.e. construction or maintenance of the Bearspaw Feeder Main, water utility asset management, system resilience, emergency response) · Not engaged in the emergency response or restoration activities for the Bearspaw South Feeder Main break
Desired Skills and Experience (include but not limited to)	
Expertise and experience of Review Panel members	· Asset management · Condition assessment · Risk management · Hydraulic design · Expertise in PCCP pipe · Local condition knowledge and experience (i.e. soil conditions, construction methods and materials) · Capital budget planning and investment · Emergency management · Communications · Experience on a board, committee or working group
General skills	· Demonstrate integrity and high ethical standards · Public service orientation · Strong decision-making skills · Strong written and verbal communication skills · Analytical skills · Teamwork and collaboration

Planning & Development Services Report to   **ISC: UNRESTRICTED**
Infrastructure and Planning Committee   **IP2024-0475**
2024 July 03

East Calgary International Avenue Communities Local Area Plan

PURPOSE

This report seeks approval of the proposed East Calgary International Avenue Communities Local Area Plan (the Plan).

PREVIOUS COUNCIL DIRECTION

At the 2022 February 15 Combined Meeting of Council, the recommendations of the 2022 City Planning Policy Roadmap (IP2022-0053) were adopted. The East Calgary International Avenue Communities Local Area Plan (LAP), known formerly as the Greater Forest Lawn Communities LAP, was identified in Attachment 2 of the report under the Local Area Planning Program.

RECOMMENDATION:

That Infrastructure and Planning Committee:

1. Forward this Report to the 2024 September 10 Public Hearing Meeting of Council; and

That Infrastructure and Planning Committee recommend that Council:

2. Give FIRST READING to the proposed bylaw, the proposed East Calgary International Avenue Communities Local Area Plan (Attachment 2);
3. WITHHOLD second and third readings of the proposed bylaw until the East Calgary International Avenue Communities Local Area Plan has been approved by the Calgary Metropolitan Region Board; and
4. Following third reading of the proposed bylaw to adopt the proposed East Calgary International Avenue Communities Local Area Plan, REPEAL by bylaw the Albert Park/Radisson Heights Area Redevelopment Plan, Forest Lawn/Forest Heights/Hubalta Area Redevelopment Plan, International Avenue Area Redevelopment Plan, Applewood Park Area Structure Plan and Eastfield Area Structure Plan.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The proposed Local Area Plan sets the vision for future growth and supports improved housing, business and public space opportunities for Calgarians living and working in East Calgary. The Plan also supports the implementation of Home is Here: The City of Calgary's Housing Strategy, specifically:

- Outcome 1: Increase the supply of housing to meet demand and increase affordability

HIGHLIGHTS

- The Plan outlines a comprehensive vision and policies to guide new development and investment in the East Calgary International Avenue Communities.
- Calgarians living and operating businesses in these 12 communities, including nine residential communities and three industrial areas, will benefit from greater certainty for where development happens. The Plan also outlines investment priorities and implementation options such as mobility and public space enhancements to support growth and change.
- The East Calgary International Avenue Communities have seen a population decline of 1,345 people since its peak in 2015, representing a total decline of over two per cent. Population loss has occurred in most communities and ranges from 3.6% to 47.9%. During the same period,

East Calgary International Avenue Communities Local Area Plan

Calgary's population grew by nearly five per cent. As the Municipal Development Plan (MDP) seeks to accommodate half of Calgary's growth in developed areas by 2079, planning for growth and change and improving amenities will stabilize community populations by reversing population declines in established areas.

- The greatest proportion of growth and change within the Plan Area is concentrated along the Blue Line Light Rail Transit (LRT) corridor, adjacent to the 17 Avenue SE Urban Main Street area, at Neighbourhood Activity Centres (NACs) and along community corridors. Incremental growth is supported broadly in existing, primarily residential areas.
- The communities are culturally rich and ethnically diverse, and equity was a key consideration when formulating the Plan. This was realized through Administration's efforts to work closely with local cultural groups and to create cultural connections and reflect the cultural and ethnic diversity within the Plan.

DISCUSSION

The East Calgary International Avenue Communities Local Area Plan includes nine inner-city and established residential communities: Albert Park/Radisson Heights, Applewood Park, Dover, Erin Woods, Forest Heights, Forest Lawn, Penbrooke Meadows, Red Carpet and Southview. Three industrial areas that include Forest Lawn Industrial, 09Q (the East Calgary Landfill site) and a portion of Golden Triangle are also located within the Plan Area. Situated between Memorial Drive E and Peigan Trail SE, the Bow River and Stoney Trail S, these communities are collectively identified as the East Calgary International Avenue Communities.

While each community has its own individual boundaries, the East Calgary International Avenue Communities share common amenities including schools, the 17 Avenue SE Urban Main Street, public and transit infrastructure, natural areas as well as regional and neighbourhood parks. The proposed Plan (see Attachment 2) sets out a long-term vision, development policies and objectives for supporting growth that recognize and build upon these shared assets that connect them.

Five core values were developed and refined throughout the engagement process. The core values that have shaped the policies of the Plan, including
  i) diverse, accessible and quality housing options;
  ii) safe, efficient and well-connected mobility choices;
  iii) enhancing parks, open spaces, recreation and community facilities;
  iv) building low carbon and climate resilient communities; and
  v) supporting diverse culture, arts and business.

The Plan also identifies implementation options that will inform public space investment decisions and implement the policy.

The Plan refines and implements the strategic goals and objectives of the MDP at the local level.

Demographic trends were a notable consideration in developing the Plan. The population of the East Calgary International Avenue Communities has declined by 1,345 people since its peak in 2015, which represents a total decline of 2.3%. Population declines have impacted the housing stock and the viability of local amenities and businesses in these communities.

The Plan seeks to reverse population decline by supporting additional and more diverse housing options in key locations such as transit station areas, along 17 Avenue SE, community corridors and NACs. Additional small-scale housing options within primarily residential neighbourhoods is

Planning & Development Services Report to
Infrastructure and Planning Committee
2024 July 03

ISC: UNRESTRICTED
IP2024-0475

<u>**East Calgary International Avenue Communities Local Area Plan**</u>

also supported. Increased housing options will lead to population renewal that supports local schools, businesses and amenities.

The Plan's future growth concept aligns with MDP direction and identifies strategic growth areas and specific local development policies for the 17 Avenue SE Urban Main Street area, transit station areas around the Barlow/Max Bell and Franklin Blue Line LRT stations, NACs located throughout the communities and along community corridors such as 36 Street SE, 52 Street SE, 68 Street SE, 8 Avenue SE and 34 Avenue SE. These areas are envisioned to accommodate the greatest proportion of growth in the Plan Area.

A detailed Background and Planning Evaluation can be referenced as part of Attachment 3.

EXTERNAL ENGAGEMENT AND COMMUNICATION

☒ Public engagement was undertaken

☒ Public/interested parties were informed

☒ Dialogue with interested parties was undertaken

☐ Public communication or engagement was not required

<u>Engagement Overview</u>

The proposed Plan was developed over two years using a phased engagement approach to advance neighbourhood planning in Calgary. Public input gathered through an extensive engagement and communications plan identified opportunities and challenges, as well as solutions to guide growth and change in this area. In addition, a working group consisting of 35 representatives from community associations, residents and industry met a total of nine times to provide detailed feedback through each phase of engagement.

A detailed description of the engagement and communications strategy, tactics and the "What We Heard/We Did Reports" are included as part of Attachment 4.

Throughout engagement for the project, concerns were heard about the previous plan name, being "Greater Forest Lawn Communities Local Area Plan." Engagement undertaken in Phase 3 facilitated a shortlist of alternate plan names. Taking various factors into consideration, including public input, a new plan name of "East Calgary International Avenue Communities Local Area Plan" was chosen.

<u>Creating Cultural Connections</u>
Creating Cultural Connections was an engagement approach developed as part of the local area planning commitment to equity and further interest in planning culturally. A summary that highlights the purpose, process and impacts of making cultural connections through the engagement efforts of this project is provided as part of Attachment 5.

<u>Calgary Planning Commission (CPC) Workshop</u>
A closed session workshop with CPC was held on 2023 December 7. The workshop focused on the draft Plan including the Urban Form and Building Scale maps, development policies supporting growth, the cultural diversity of the area, and implementation options captured within Chapter 3 of the Plan. There was general support of the draft Plan and the feedback provided informed subsequent revisions. CPC also supported Administration's efforts to work with cultural groups, and to emphasize the cultural strength by integrating policies into the draft Plan. Attachment 6 provides a summary of themes from the workshop and Administration's response.

East Calgary International Avenue Communities Local Area Plan

IMPLICATIONS

Social

Equity is one of the five key considerations for local area plans. Notably, of the 12 communities that make up the Plan Area comprising nearly 60,000 residents, a high proportion include Indigenous, racialized and immigrant populations. Nearly seven per cent of the population identify as Indigenous, 44 per cent of the population are visible minorities and over 30 per cent are immigrants. The Plan recognizes the rich cultural diversity within the local communities. It contains policies that reflect the values, desires and hopes of people from different backgrounds and with varied lived experiences.

Environmental

The Plan supports building low-carbon and climate-resilient communities. It calls for actions that minimize the adverse effects of climate change on people, businesses, homes and the environment. It promotes community and building designs that prioritize using materials that minimize damage to infrastructure and natural ecosystems. It includes policies and implementation options to reduce greenhouse gas emissions and energy costs. The Plan also enables more people to live close to employment and local amenities, which supports walking, wheeling and transit as daily travel options.

Economic

The Plan will guide development and investment in the communities over the next 30 years. Policies support the concentration of commercial activity along the 17 Avenue SE Urban Main Street. Policies provide more flexibility in land uses that will allow a greater mix of uses and focus local commercial amenities along community corridors. The Plan also guides the existing industrial area to continue supporting diverse employment and business opportunities, further contributing to Calgary's economy.

Service and Financial Implications

No anticipated financial impact. Investments will be reviewed during future service plans and budgets.

RISK

Over the past two years, there has been a significant investment from The City and members of the public, the working group, community associations, cultural groups and industry towards the formulation of the proposed LAP. If it is not approved, community trust, support and involvement may be negatively impacted. Council's approval of the Plan is necessary to ensure implementation and action planning can commence to realize the vision and policies of the proposed Plan.

ATTACHMENTS

1. Previous Council Direction
2. East Calgary International Avenue Communities Local Area Plan
3. Background and Planning Evaluation
4. Engagement Summary
5. Creating Cultural Connections in the East Calgary International Avenue Communities
6. Calgary Planning Commission Review
7. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning & Development Services	Approve

Authors: Y. Wang, S. Hbeichi, Community Planning

Previous Council Direction

Context

The East Calgary International Avenue Communities Local Area Plan (formerly known as the Greater Forest Lawn Communities Local Area Plan) is part of the Local Area Planning Program, which seeks to update and modernize local area plans in Calgary. The East Calgary International Avenue Communities Local Area Plan is the fourth local area plan to come forward since the Local Area Planning Program was launched.

Previous Council Direction

The table below provides details of Council direction since 2019 that have guided Administration's work on the East Calgary International Avenue 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 consent agenda item 7.3 City Planning and Priorities and Workplan Report 2021. Within the City Planning and Priorities and Workplan Report 2021, the East Calgary International Avenue Communities Local Area Plan was identified as "Area 23 Multi-Community Plan (Greater Forest Lawn)" and was provided a start date of Q3 2021 and an end date of Q1 2023.
2022 February 15	IP2022-0053	At the 2022 February 15 Combined Meeting of Council, Council adopted item 11.4.3 (IP20022-0053) City Planning Policy Roadmap 2022. The East Calgary International Avenue Communities Local Area Plan was identified in Attach 2 of the report under the Local Area Planning Program and was identified with a completion date of Q4 2023. The document also stated that the length of local area plan development can vary based on the plan area context and other City project coordination. Project timelines were shifted to allow appropriate time for collaboration with the community and to allow the *Housing for Rezoning* 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)

East Calgary International Avenue Communities

Local Area Plan

Publishing Information

Title
East Calgary International Avenue Communities Local Area Plan

Author
The City of Calgary

Status
Proposed – July 2024

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

Phone
311 or outside of Calgary 403-268-2489

Fax
403-268-4615

calgary.ca

23-0034772-CRV-25880

Contents

1 Visualizing Growth 8

2 Enabling Growth 23

3 Supporting Growth 91

4 Implementation and Interpretation 111

A Appendices 119

Maps

Figures

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 Otipemisiwak Métis Government, Métis Nation Battle River Territory, Nose Hill Métis District 5 and Elbow Métis District 6. The Plan acknowledges all Indigenous people who have made Calgary their home.

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

What is the East Calgary International Avenue Communities Local Area Plan?

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

The Municipal Development Plan

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

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

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

Chapter 1 Visualizing Growth

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

Chapter 2 Enabling Growth

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

Urban Form Categories

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

Scale Modifiers

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

General and Area Specific Policies

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

Chapter 3 Supporting Growth

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

Chapter 4 Implementation and Interpretation

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

Appendices

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

Figure 1: Policy Relationship

Citywide: Looking ahead 60 years

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

Local: Looking ahead 30 years

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

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

1 Visualizing Growth

1.1   Introduction

The East Calgary International Avenue Communities Local Area Plan (Plan) is a statutory policy document that provides a framework for long-term vision and guides local growth and change in the communities. The Plan takes a multi-community approach and includes a mixture of residential and industrial communities with Memorial Drive E to the north, Peigan Trail SE to the south, Stoney Trail S to the east and Bow River to the west (Figure 2: Plan Context), known as the Plan Area. The Plan recognizes and builds upon the history and uniqueness of each community through shared assets, amenities, public parks and open spaces, **transit station areas** and 17 Avenue SE Urban **Main Street**, also known as International Avenue, which naturally brings people and communities together.

The Plan Area consists of Albert Park/Radisson Heights, Applewood Park, Dover, Erin Woods, Forest Heights, Forest Lawn, Forest Lawn Industrial, Penbrooke Meadows, Red Carpet, Southview, 09Q and a portion of Golden Triangle (Map 1: Community Context).

The Plan will guide development and identifies amenities and **infrastructure** needed to support growth in the East Calgary International Avenue Communities. The Plan is meant to be updated periodically as development and change occur.

Figure 2:   Plan Context
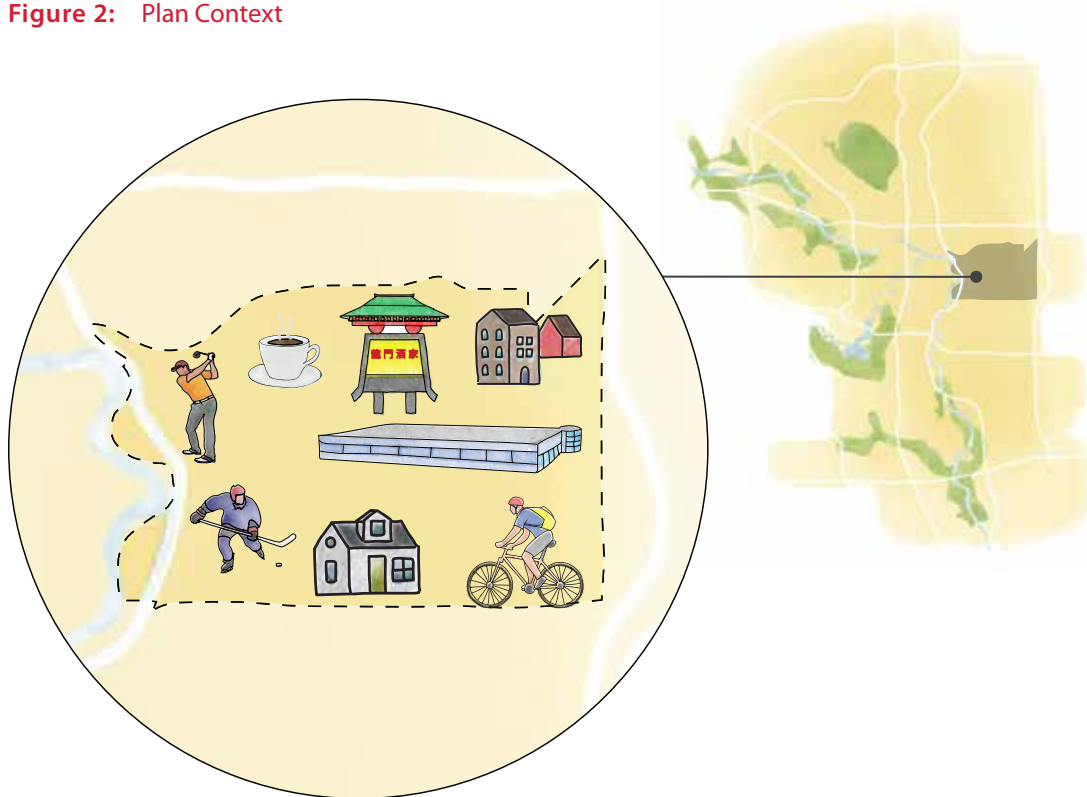
Map 1:
Community
Context
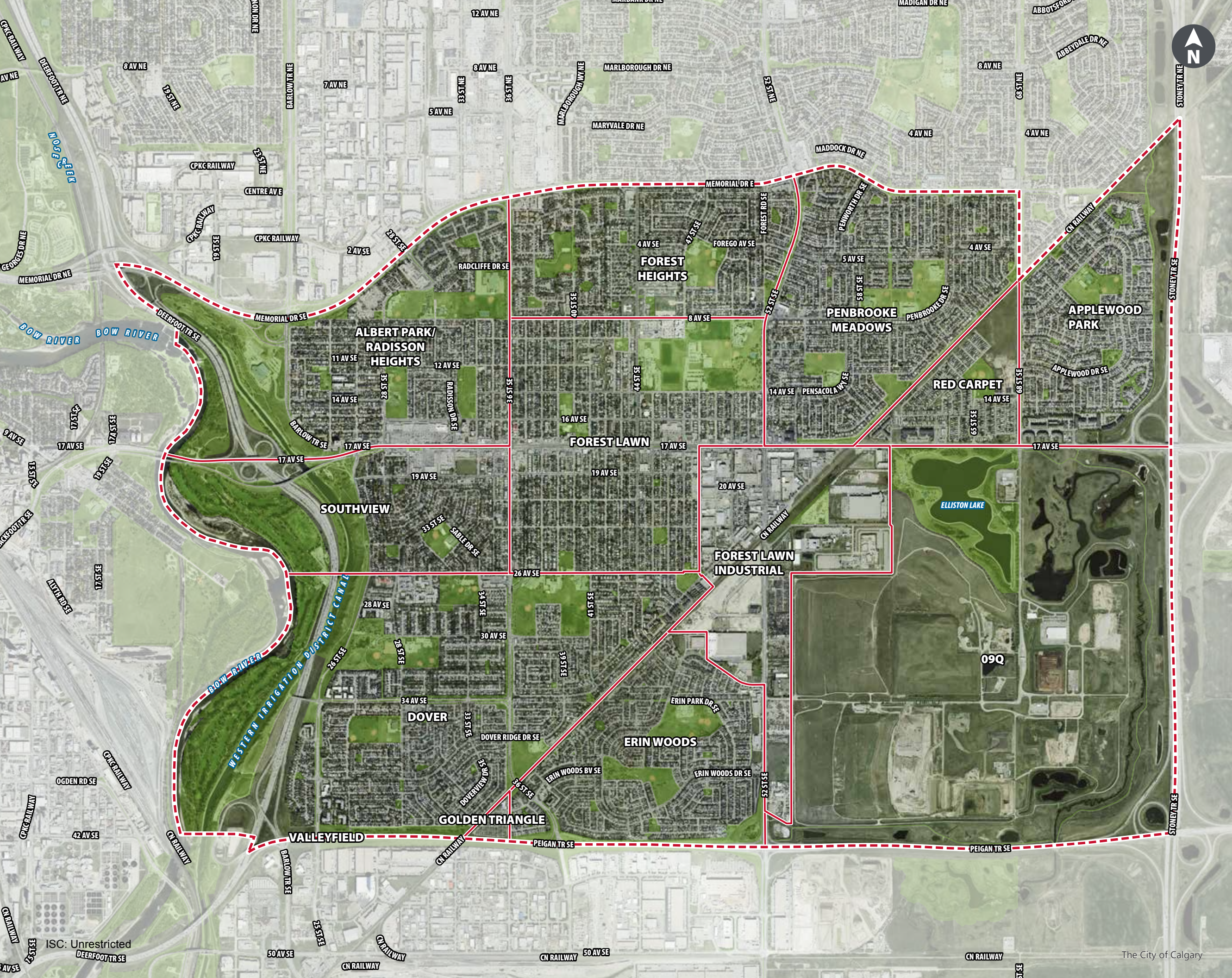
Legend

—— Community Boundary

- - - Plan Area Boundary

ISC: Unrestricted

The City of Calgary

1.2 Vision and Core Values

Vision

The East Calgary International Avenue Communities value the cultural diversity and inclusivity found throughout the Plan Area and continue to evolve into thriving, welcoming and safe neighbourhoods. The Plan aims to provide diverse housing options, well-connected mobility choices, inclusive open spaces, recreation facilities, opportunities to build climate resilience and cultural, artistic and business opportunities for people in and beyond the communities.

Core Values

Core values support the Plan's vision and have shaped the policies and guidance in Chapters 2 and 3 of the Plan. They were developed and refined throughout the engagement process.

Housing Options

Support quality housing development that is diverse and accessible for people from all income levels, ages and cultural backgrounds throughout the Plan Area, particularly near **transit station areas**, International Avenue, commercial areas, major roadways and community amenity areas, to meet the evolving needs of people in all stages of life.

Parks, Recreation and Communities Facilities

Protect and invest in parks, open spaces and recreational and community facilities for people of all ages, cultural backgrounds and abilities to promote overall community wellness, biodiversity and quality of life. Create a safe, accessible and connected open-space system that links neighbourhoods, parks, natural areas and community amenities, such as the escarpment park, community hubs, Elliston Park and Max Bell Centre.

Culture, Arts and Business

Attract and support a variety of arts and culture initiatives, employment opportunities, businesses and services along International Avenue and commercial and industrial areas. Enhance and promote the communities' vibrancy and cultural diversity by fostering a creative and cultural destination hub within the Plan Area enjoyed by the community and all Calgarians.

Low Carbon and Climate Resilience

Reduce greenhouse gas emissions and strengthen resilience to climate change impacts in the community. Reuse and repurpose existing buildings and **infrastructure**, prioritize innovative energy- and resource-efficient building designs for existing and new development and encourage low-carbon mobility choices, such as walking, cycling and transit.

Mobility Choices

Provide people with safe, efficient, well-maintained, connected and accessible year-round mobility choices through a network of transit, pathways, walking and wheeling **infrastructure** and roadways in the community, especially as they move to and through places, including International Avenue, Barlow/Max Bell Light Rail **Transit station area**, Franklin Light Rail Transit station area, Max Purple Bus Rapid **Transit station areas**, Primary Transit Network corridors along 36 Street SE and 52 Street SE and surrounding commercial and residential areas.

Figure 3: East Calgary International Avenue Illustrative Map

MEMORIAL DR E

FOREST HEIGHTS

PENBROOKE MEADOWS

ALBERT PARK/ RADISSON HEIGHTS

APPLEWOOD PARK

STONEY TRAIL

MAX

MAX

MAX

MAX

MAX

RED CARPET

MAX

MAX

INTL AVE 17 SE

INTERNATIONAL AVE SE

FOREST LAWN

FOREST LAWN INDUSTRIAL

SOUTHVIEW

Elliston Park

68 STREET SE

26 AVE SE

36 STREET SE

52 STREET SE

34 AVE SE

DEERFOOT TR SE

DOVER

ERIN WOODS

09Q

PEIGAN TR SE

1.3   Community Context

History

Calgary is located on 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 and home to other Indigenous peoples.

The East Calgary International Avenue area occupies a plain east of the city centre between the Bow River and Stoney Trail SE. Most of the planning area lay outside of Calgary's city limits before 1961. The Dominion Land Survey divided this area in the 1880s, along with the broader region, into 640-acre sections, townships comprising up to 36 sections and ranges made up of townships. Sections of land could be further divided into quarter-sections and offered to agricultural settlers as homesteads, reserved for government or educational purposes, or granted to corporate interests, chiefly the Canadian Pacific Railway (CPR) and the Hudson's Bay Company.

Two years after Confederation in 1867, Canada asserted its sovereignty over the prairies and it dispatched the North-West Mounted Police (NWMP) west in 1874. The following year, the force's F Troop 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 Treaty 7 was signed at Blackfoot Crossing in 1877. An Indigenous

trail that connected Blackfoot Crossing to the east with the Morley mission to the west passed through the future East Calgary International Avenue area. In the years following the treaty, signatory nations were made to settle on designated land reserves as a step toward non-Indigenous settlement on their traditional lands.

A small western portion of the planning area (now part of Albert Park/Radisson Heights, Southview and Dover) lies within Township 24, Range 1 West of the Fifth Meridian (in sections 1, 12 and 13). In 1907 and 1910, these sections were annexed incrementally to Calgary, which had been incorporated as a town in 1884 (following the arrival of the CPR the previous year) and as a city in 1894. The rest of the planning area lies further east in Township 24, Range 29 West of the Fourth Meridian (within sections 1–4 and 9–16). This area lay outside of Calgary before 1961 when The City annexed the Town of Forest Lawn and its surrounding district. Additional annexations in 1974, 1979, 1981 and 1989 brought the entire planning area within city limits.

Farmers acquired land in the planning area from the government as homesteads or by purchase from the CPR, which received land grants in this area as it did across the prairies as a government incentive to build the transcontinental railway. Beginning in 1896, Ottawa expedited agricultural settlement in western Canada, largely through immigration from Great Britain, Europe and the United States. Many other settlers came from central and eastern Canada. This large population influx contributed to Calgary's rapid growth early in the 20th century and to a real estate boom that prompted land speculation. Additional local factors included the creation of Chestermere Lake through irrigation activity and the promotion of Chestermere as a resort destination. The CPR's Western Irrigation District canal, built in 1903–06, frames the western edge of the area as it carries water from the Bow River to the Chestermere Lake reservoir.

In 1911, the Chestermere Calgary Suburban Railway Co. proposed building an inter-urban railway line through the planning area. The project advanced as far as placement of poles and stockpiling of railway ties, but the line was never built. This evidently informed the myth that promoters of the planning area had tricked investors by placing railway ties and claiming, falsely, that a streetcar line would soon connect their developments with Calgary.

Another local factor was the expected routing of the Grand Trunk Pacific Railway (GTP) line into Calgary through Hubalta, as this proposed railway townsite in the future Forest Lawn Industrial district was named in 1910. The GTP line was completed in 1914 and passenger and freight service to Hubalta and Calgary stations began that year. The GTP was later merged with the Canadian Northern Railway to form Canadian National Railways (CNR) and the tracks remain as the boundary between Dover and Erin Woods, Dover and Golden Triangle and Penbrooke Meadows and Red Carpet. The tracks bisect Forest Lawn Industrial and form a boundary for Applewood Park.

Photo: "Grand Trunk Pacific Railway station at Hubalta, Alberta.", 1912, by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary, CU190309 (Legacy Identifier: NA-2025-1)

Early in the twentieth century, Calgary experienced an economic and population boom that transformed it into a regional wholesale and distribution centre. Outside of the city limits, speculators—and, in some cases, local farmers—began registering subdivision plans for new business, industrial and residential developments on land that was expected to become part of Calgary or its metropolitan area. Many of these subdivisions were registered in the area between 1906 and 1912. There, prospective developers included, among others, outside investors like Calgarians C.T. Gilbert (who subdivided Forest Lawn) and A.J. Smyth (Albert Park) and local farmers Thomas Beveridge (Hazeldean in present-day Dover) and David D. Oughton (Oughton Estates in what is now Radisson Heights). Others created subdivisions with names like Golden Rose Park, Hubalta Park, Louise Park, Mountain View and Victoria Square.

A few, including Albert Park, Forest Lawn and Hubalta were actually developed; others remained on paper only. Victoria Square emerged as an industrial area, as originally intended. All of this development was located within Local Improvement District No. 220, which was established in 1912 and was redesignated as a municipal district in 1918. It was eventually renamed Municipal District of Shepard No. 220.

Calgary's real estate boom ended in 1913 and the subdivisions evolved as the unincorporated hamlets of Albert Park, Forest Lawn and Hubalta, all located within and administered by the municipal district. They were situated between Calgary's eastern limit and the CNR tracks to the east. Low taxation and living costs attracted residents, although the hamlets lacked most municipal infrastructure. By the early years of the Great Depression, a substantial portion of the municipality's population and most of its relief recipients, lived in the hamlets. Residents could avail themselves of Ernie Lock's horse-and-buggy transportation link to Calgary in 1921–22, followed by Ben Boswell's motorized service in 1924.

In 1934, in an apparent effort to ease the municipality's relief burden, the province withdrew the hamlets and reorganized them into two villages, Albert Park and Forest Lawn. A single appointed official administered both. The villages were reorganized in 1935 as a singular entity, the Village of Forest Lawn. An elected three-member council replaced the official administrator in 1946 and in 1952, Forest Lawn was re-incorporated as a town. Around the same time, Forest Lawn's counterpart suburbs northwest of Calgary were also incorporated. Bowness, along with its namesake park and streetcar link to the city, originated before the First World War; it became a village in 1948 and a town in 1951. Montgomery began in 1946 as a Second World

War veterans' housing project and was incorporated in 1958, first as a village and soon after as a town. Midnapore, a 19th-century settlement south of Calgary, remained an unincorporated hamlet.

To a certain extent, the incorporated border communities developed as commuter or dormitory suburbs where people who worked in Calgary could afford lower-cost housing than the city offered. Within a few years of the Leduc oil discovery in 1947, Calgary looked to the annexation of neighbouring lands to accommodate future growth. The border communities served as physical impediments to the east and northwest and they contributed to decentralized, uneven urban development. Edmonton faced a similar situation with its fringe communities. In response, the provincial government appointed the McNally Royal Commission on the Metropolitan Development of Calgary and Edmonton in 1954. The commission's 1956 report recommended that Calgary establish a single municipal authority by annexing its satellite communities. That year, Forest Lawn adjusted its street numbers to align with Calgary's and addresses along the town's avenues were consequently re-numbered.

Annexation was an expensive prospect requiring regulatory approval by the Public Utilities Board and it did not occur immediately. Meanwhile, Forest Lawn maintained an independent identity and its town council even contemplated city status. The community had its own newspaper (the Weekly Capital, with the Town paying for a subscription for every household) and bus service to Calgary (the privately-owned Forest Lawn Bus Service, which used three surplus Ford buses purchased from the Calgary Transit System). Forest Lawn applied successfully for its own land annexations

in 1950 and 1952 and in the late 1950s it competed with Calgary over the right to annex potential industrial land that lay between the two municipalities. In 1961, the Board approved Calgary's application and ordered that Calgary also annex Forest Lawn, as the town had no future without the industrial zone. Mayor Chris Akkerman and his council opposed Calgary's takeover of Forest Lawn and the entire council resigned in protest just days before the annexation, which took effect December 31, 1961. Not everyone was displeased; in a series of plebiscites held between 1958 and 1961, a majority of the town's approximately 10,000 residents expressed a desire to join Calgary.

The 1961 annexation included extensive rural lands beyond the Town of Forest Lawn's municipal boundaries and it comprised most of the planning area. It even brought Midnapore into the city limits. Montgomery was annexed in 1963, followed by Bowness in 1964. Calgary thus effected the uni-city approach that the McNally Commission had recommended. It established a singular municipal authority within the metropolitan area, allowing for a unified approach to planning and provision of services while preventing duplication and incompatibility.

In time, private developers, in concert with The City, established new residential districts in the annexed planning area, including Radisson Heights (within the existing Albert Park district, 1964), Penbrooke Meadows (1969), Dover (circa 1970), Red Carpet (circa 1970) and Erin Woods (circa 1980). Southview and Forest Heights had been subdivided in 1950 and 1960 respectively before the annexation. Applewood Park (1982) was developed east of the 1961 annexation area in land annexed in 1979 and 1981.

East Calgary International Avenue area has always attracted new Canadians, but the ethnic and cultural backgrounds of its population have changed drastically over time. Early settlers were Canadian-born or had come from the United Kingdom, the United States, or northern Europe. Canadian immigration policies varied over time and by the 1920s they involved a graduated scheme that gave preference to northern Europeans and Americans, secondary preference to central and eastern Europeans and limited entry of certain other groups. In time, the Forest Lawn area attracted newcomers from a variety of European backgrounds, many of them Polish or Ukrainian. But racial bias and other forms of discrimination informed Canadian immigration policy for decades and contributed to maintaining a largely white, Christian population.

Photo: Forest Lawn Mayor Chris Akkerman (left) receiving key to the city from Calgary Mayor Harry Hays (right). The town of Forest Lawn was made part of the city of Calgary in 1961.

There were exceptions. A family from India settled in Forest Lawn in 1930 and a Black man named Frieman, who lived south of the Forest Lawn Store, owned a wagon and team of mules and operated a contracting business. In 1960, Calgary's first mosque opened in the former St. Luke's Anglican Church (3027–17 Avenue SE).

Photo: St. Luke's Anglican Church, Calgary, Alberta," 1971-06-08, by Alison Jackson. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary. Located at 3019 - 17th Avenue SE, Forest Lawn district. Built circa 1912. By 1973 it was the Calgary Muslim mosque.

Canada eased immigration restrictions after the Second World War and abolished the 1923 Chinese Exclusion Act in 1947. However, racial discrimination remained part of immigration policy until 1962. Later in the 1960s, Canada signed a United Nations convention on refugees and adopted a points system for evaluating prospective immigrants. A new immigration policy in 1978 emphasized diversity, non-discrimination and family reunification. These policy changes dramatically altered the nature of immigration to Canada and, consequently, to Calgary. Low-cost, social and subsidized housing contributed to the East Calgary International Avenue area's attractiveness to immigrants and refugees who were now coming from countries around the world.

Photo: Yung Sun Lee, owner-manager of Lee's Fish and Oriental Foods in Forest Lawn Centre (3012–17 Avenue SE) Calgary, Alberta, 1979, by Sue Brun, Calgary Herald. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

By the 1986 census year, East Calgary International Avenue area was distinctive within Calgary for its first-generation immigrant population (24.5% compared with a city-wide figure of 21.2%) and for those with a first language other than English (20.7% in Plan Area, 15.3% city-wide), including Arabic, Chinese, German, Spanish and Vietnamese. By 2016, area residents included Amharic, Cantonese, Dinka, Ilocano, Portuguese, Punjabi, Romanian, Russian and Tagalog speakers. That year, while 36% of Calgarians identified themselves as visible minorities, that figure ranged in the East Calgary International Avenue area from 20% in Southview to 71% in Applewood Park. Indigenous people and Métis in the area make up a greater percentage of the population than in the city at large.

Changing demographics led businesses and services in the area to manifest a wider cultural diversity and 17 Avenue SE fostered a new identity as International Avenue. This informed the name of the International Avenue Business Revitalization Zone (BRZ), which was established in 1993. Along with its advocacy for the business district, the BRZ has contributed to liveability, vitality and safety through special events (such as "Around the World in 35 Blocks" food tours), procurement and installation of design elements (including cultural murals, public art, site amenities and trees) and engagement and advocacy on planning and transportation issues. It contributed to the establishment of the International Avenue Arts and Culture Centre in 2001 and to the creation of GlobalFest, an annual fireworks and cultural festival at Elliston Park, in 2003.

"Greater Forest Lawn Heritage," a public mural created by artist Eldon Walls, is one of many works of public art commissioned by the BRZ. Installed in 2001 and prominently displayed outside a strip mall in Southview (at 3111–17 Avenue SE, adjacent to Unity Park), "Greater Forest Lawn Heritage" depicts key personalities and places from the planning area's early history, with particular reference to 17 Avenue SE and its surroundings. Extensive public engagement with area seniors informed the mural's contents.

Nearby, the privately-funded Journey to Freedom Park (1907–17 Avenue SE), also in Southview, opened in 2022 to honour the thousands of Vietnamese refugees who came to Canada in the 1970s and the Canadians who welcomed and helped them. The Calgary Vietnamese Canada Association raised over one million dollars to build the park and the monument at its centre.

A further account of the history for each neighbourhood that make up the East Calgary International Avenue Communities is included in Appendix E: Additional Historical Information.

Photo: Journey to Freedom Park opened July 1st, 2022 at 1907 26 Street SE, Calgary, AB. Journey to Freedom Park is a symbol for all immigrants who left their countries to seek a new life in Canada and includes a Vietnamese Boat People Monument to commemorate the lives lost along the way in search of freedom.

Community Characteristics

The Plan Area and surrounding communities contain characteristics that were considered as part of the development of the Plan. These characteristics must be considered throughout all subsequent phases of planning and development. Key characteristics are shown on Map 2: Community Characteristics.

Topography

The East Calgary International Avenue Communities are characterized by generally high elevation east of the Bow River. The Bow River escarpment forms a portion of the southwestern edge of the area, sloping down to the west towards Deerfoot Trail and the Bow River. The intensity of the ridge reduces towards Memorial Drive E. The elevation across the Plan Area from west to east is relatively constant, with a gentle slope upward towards the northern boundary in the northwestern part of the Plan.

Natural Features and Open Space

The Plan Area is part of the Bow River Watershed and it is east of the Bow River. Components of Calgary's ecological network within the Plan Area include the Bow River valley, comprised of a riparian corridor and escarpment corridor that have been divided by Deerfoot Trail SE, a large grassland and wetland complex east of Elliston Park, Forest Lawn Creek and the connections between these areas. Development adjacent to the 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 river and the ecological network while supporting intended growth.

The East Calgary International Avenue Communities Plan also includes a range of regional pathways and open spaces, such as Bow River Pathway, Elliston Park and Valleyview Park. The Western Irrigation District Canal, a Canadian Pacific Railway irrigation project begun in 1906, parallels Deerfoot Trail SE along the start of its route eastward to Chestermere Lake.

Urban Forest Canopy

The East Calgary International Avenue Communities have a mature tree canopy that consists of trees on public and private lands. Healthy tree canopies are critical to climate change mitigation and enhance community wellbeing. As part of the Plan, policies have been provided to help maintain, improve and expand the existing tree canopies across the communities and contribute to broader City climate resiliency objectives.

17 Avenue SE Urban Main Street

In the **MDP**, 17 Avenue SE, also known as International Avenue, is identified as an Urban **Main Street**. It is serviced by the Max Purple Bus Rapid Transit (BRT) that runs along 17 Avenue SE. The **MDP** includes general policies and development intensity targets for Urban **Main Streets**.

Activity Centres

This Plan identifies a series of Neighbourhood **Activity Centres** located at key intersections such as along 36 Street SE, 8 Avenue SE, 52 Street SE and 68 Street SE. The **Municipal Development Plan** includes general policies for **Activity Centres**.

Community Corridors

Community corridors are **pedestrian** focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including **Main Streets**, **Activity Centres** and **transit station areas**. **Community corridors** include Barlow Trail SE, 36 Street SE, 52 Street SE, 68 Street SE (north of 17 Avenue SE), 8 Avenue SE and 34 Avenue SE.

Public Transit Infrastructure

The East Calgary International Avenue Communities are served by a range of transit services, including local bus services, Light Rail Transit (LRT) and Bus Rapid Transit (BRT). The Blue Line LRT runs in part along Memorial Drive E and provides services to the city's west and northeast communities.

The Max Purple BRT line has several bus stations in its dedicated bus lanes along 17 Avenue SE that provide services to downtown and the City of Chestermere. Local bus routes are available and provide connections between communities within the Plan.

Pedestrian and Cycling Infrastructure

The Plan Area includes several pathways and bikeways, such as the regional pathways along Stoney Trail SE, 52 Street SE and the Bow River. Local pathways provide additional connectivity between communities. Shared on-street bikeways are located along collector and residential streets such as 8 Avenue SE, 12 Avenue SE, 19 Avenue SE, 26 Avenue SE and Dover Ridge Drive SE.

Despite existing **pedestrian** and cycling **infrastructure**, connectivity in the Plan Area is impacted by major roads, the freight rail corridor and communities' street layout. There are also areas where the **pedestrian infrastructure** is missing partially or entirely. There are other locations where numerous crossings make it difficult to provide continuous and separated **pedestrian** and cycling **infrastructure**. The mobility policy in this Plan aligns with the city-wide Always Available for All Ages and Abilities, known as the **5A Mobility Network**, providing safe, accessible, affordable, year-round options for transportation and recreation for all Calgarians.

Heritage Resources

The Plan Area does not currently have any recognized **heritage resources**, but **heritage resources** and heritage values that are not legally protected may still contribute to the community.

Historic resources are identified on The City of Calgary's **Inventory of Evaluated Historic Resources (Inventory)**. The **Inventory** does not prevent a **heritage resource** from being altered or demolished, but properties listed on the **Inventory** that request legal protection may be eligible for development and/or financial incentives through The City and the Province of Alberta.

There is the potential for undiscovered **historic resources,** which must be considered as redevelopment occurs and may impact development. Sites assigned a Historic Resource Value (HRV) are required to obtain Provincial approval in accordance with the *Historical Resources Act*.

Civic Facilities and Community Amenities

There are several civic facilities in the East Calgary International Avenue Communities, including the Max Bell Centre, Ernie Starr Arena and Bob Bahan Aquatic & Fitness Centre. Other amenities and facilities include seven Community Association buildings, numerous schools, the East Calgary Twin Arena and the Forest Lawn Library.

Landfill Setbacks

The East Calgary Landfill is in the southeast corner of the Plan in the community of 09Q. The landfill is between Stoney Trail SE and the freight rail corridor, north of Peigan Trail SE and south of 17 Avenue SE. Developments within the landfill setback are subject to the Municipal Government Act.

Airport Vicinity Protection Area

The Airport Vicinity Protection Area (AVPA) regulations outline uses that are prohibited within certain locations in Calgary, identified as Noise Exposure Forecast (NEF) areas, due to potential noise impacts from aircraft flying over communities as they arrive or depart. A portion of Albert Park/Radisson Heights, Southview and Dover are located within AVPA. Properties within the AVPA are subject to the Calgary International Airport Vicinity Protection Area Regulations.
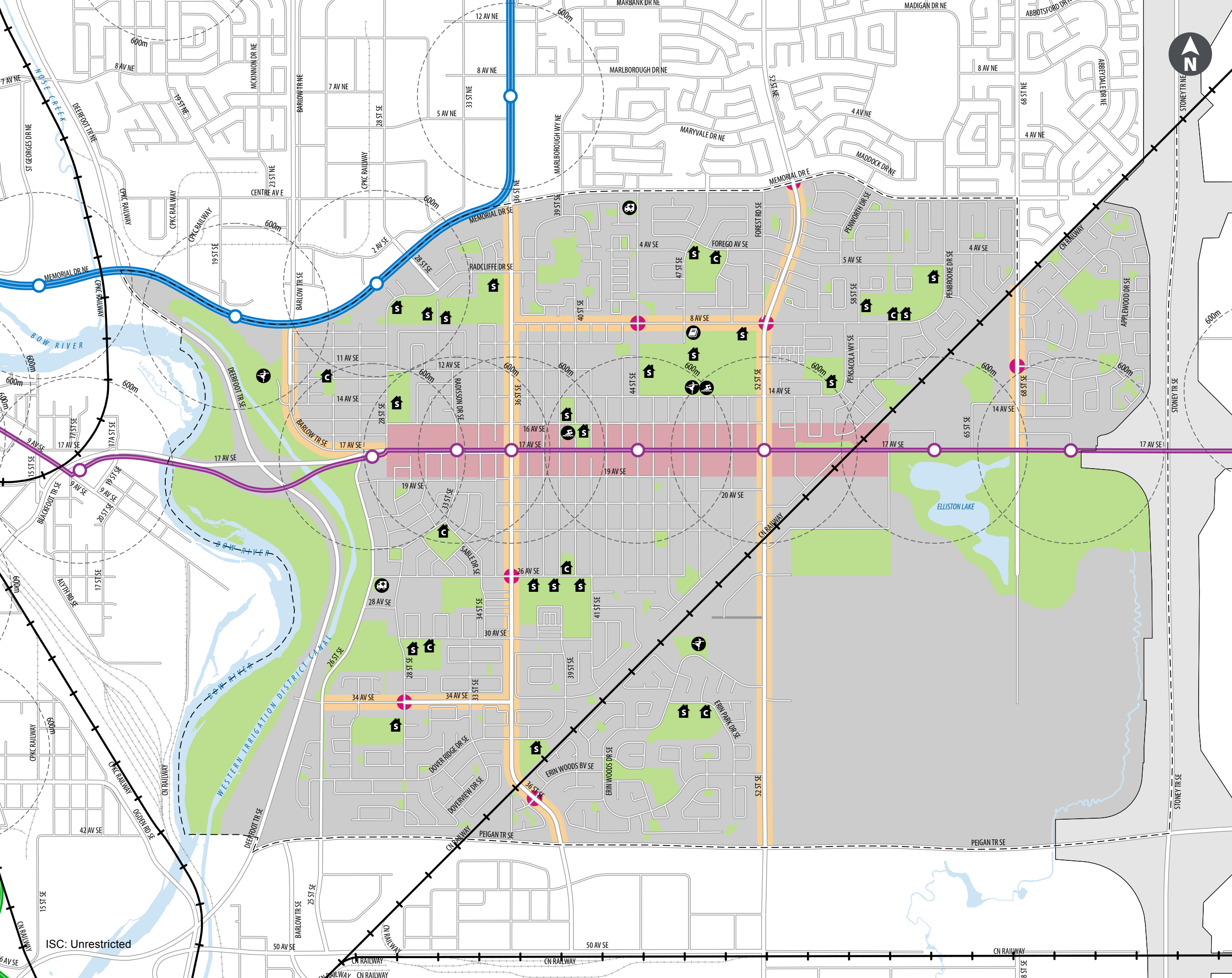
Freight Rail Corridor

A freight rail corridor runs diagonally from northeast to southwest through the Plan Area. Development in proximity to the freight rail corridor is subject to The City of Calgary's Development Next to Freight Rail Corridors Policy and any applicable regulations.

Climate Risk

East Calgary International Avenue Communities are at significant risk from climate change impacts, such as higher average temperatures, extreme heat, heavy rainfalls and severe storms. These risks will increase over time as climate change intensifies and will affect the East Calgary International Avenue Communities in many ways, such as harm to the health of residents, damage to buildings and **infrastructure** and negative impacts to natural assets and areas. Planning for climate adaptation is critical to reduce the risk to community members. Interventions like improving **public spaces** to provide shade and cooling and enhancing the permeability of the land can reduce climate risks from extreme heat and heavy rainfall respectively.

Map 2:
Community
Characteristics

Legend

⊙ Aquatic and
Recreation Centre

⊙ Arena

🏛 Community Centre

⊛ EMS Station

📖 Library

🏠 School

⊙ Blue Line LRT

⊙ Future Green Line LRT

⊙ MAX Purple

--- Distance from Station

┼ Freight Rail Corridor

▬ Community Corridor

■ Neighbourhood
Activity Centre

■ Urban Main Street

■ Parks, Civic
and Recreation

--- Plan Area Boundary

■ Transportation/
Utility Corridor

2 Enabling Growth

2.1 Introduction

The Plan sets out the framework for growth and change that recognizes and builds on the characteristics of the East Calgary International Avenue Communities. Policies in this section provide the direction to realize the Plan's vision and core values.

The Plan guides future growth around 17 Avenue SE Urban **Main Street**, Blue Line LRT and Max Purple BRT **transit station areas**, Neighbourhood **Activity Centres**, neighbourhood commercial areas, major roadways, **community corridors** and areas around community amenities. The Plan also supports continued evolution and change within the East Calgary International Avenue Communities, focusing on moderate residential growth throughout the Plan Area.

Figure 4: Complete Communities
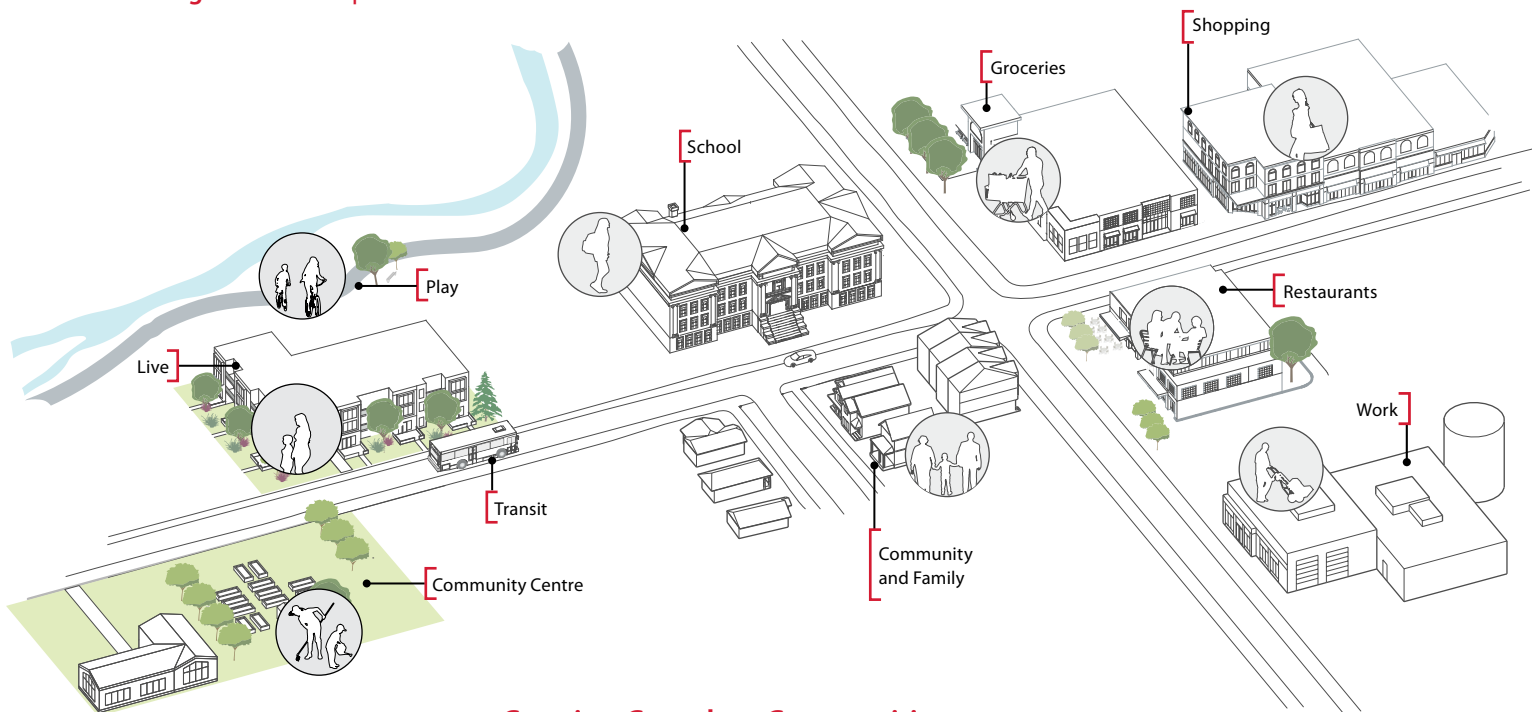
Creating Complete Communities

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

2.1.1 Future Growth Concept

The Future Growth Concept set out in this Plan envisions accommodating growth and change in key areas identified in the **Municipal Development Plan** through planning and technical analysis and the public engagement conducted during the drafting of this Plan. The Plan builds upon the characteristics and attributes of the East Calgary International Avenue Communities and the policies in this section provide the direction to realize the vision and core values.

This Plan envisions the highest densities and activities along 17 Avenue SE Urban **Main Street** and **community corridors**, Blue Line LRT and Max Purple BRT **transit station areas** and Neighbourhood **Activity Centres**. These areas will attract residents and visitors to recreate and enjoy shops and restaurants. New developments in these areas will be well-designed buildings with a mixture of Low Scale-Modified to High Scales that promote high-quality **public spaces** and street experiences.

Major roadways and **community corridors** such as Memorial Drive E, 36 Street SE, 44 Street SE, 52 Street SE, 68 Street SE, 8 Avenue SE and 34 Avenue SE are envisioned to accommodate moderate residential growth and provide opportunities to support local businesses and amenities. Development may range from Limited to Low Scales, with High Scales closer to Neighbourhood **Activity Centres**.

The Plan envisions the industrial areas continuing to support various forms of light and medium industrial uses that contribute to the area's economic diversity. Heavy industrial use is recommended to be limited to the East Calgary Landfill site within the Plan Area.

The Future Growth Concept is represented on Map 3: Urban Form and Map 4: Building Scale. The two maps are intended to be read together, as they form the basis of where growth and activity will be realized in the Plan Area and define the general function for different parts of the East Calgary International Avenue Communities. The specific urban form categories and building scales are described in relation to the overall vision in the policy sections that address each of the distinct geographic parts of the East Calgary International Avenue Communities Plan Area.

Map 3: Urban Form illustrates the general location of urban form categories and the block pattern in the Plan Area. These categories describe the primary community functions, type of land uses (housing, commercial, industrial, parks, civic and recreation and natural areas) and policy direction for the East Calgary International Avenue Communities. Urban form categories can respond to the local context through additional policy.

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

Map 3:
Urban Form
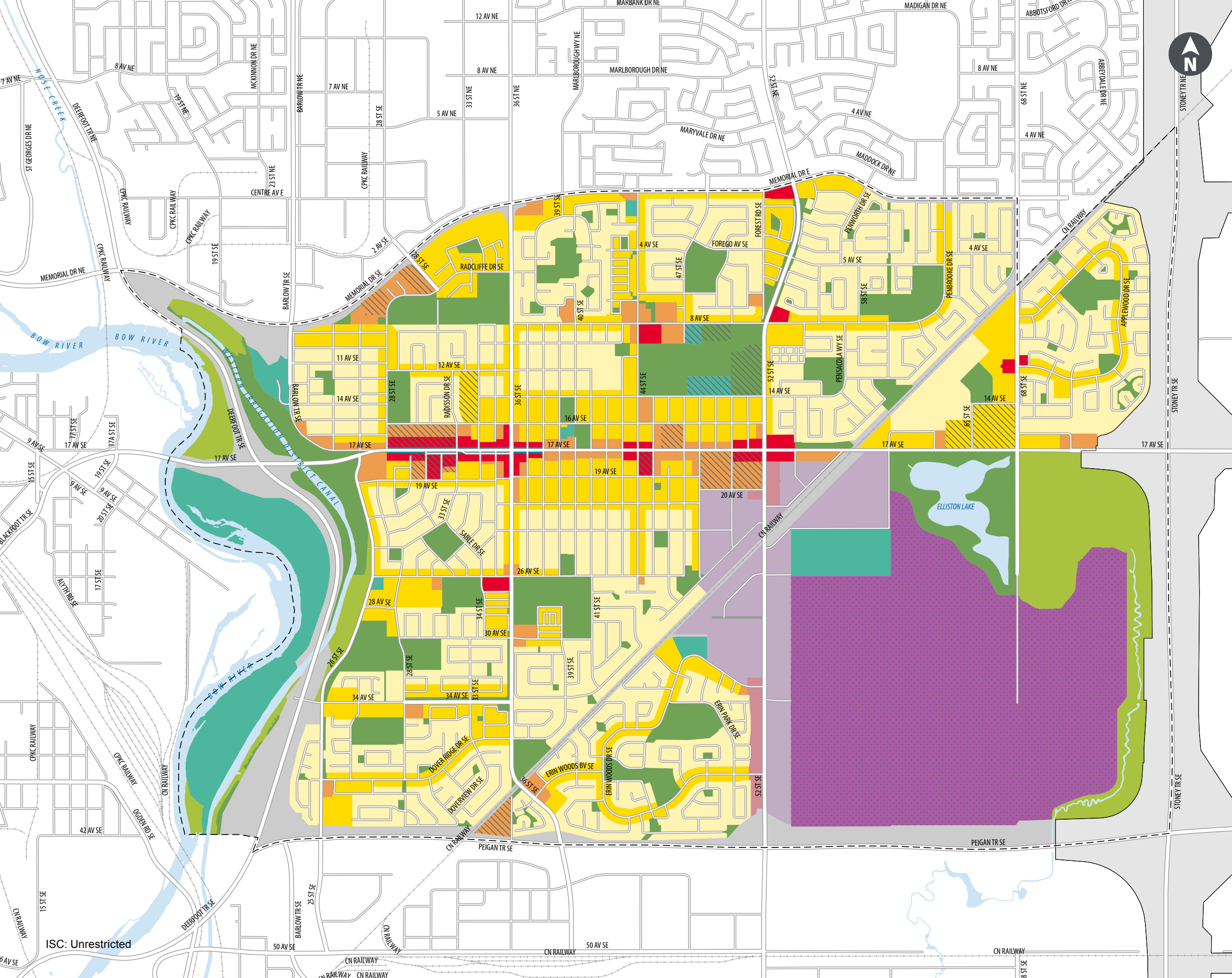
Legend

Urban Form

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local
- Commercial Corridor
- Industrial General
- Industrial Heavy
- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- No Urban Form Category

Additional Policy Guidance

- Comprehensive Planning Site
- Special Policy Area
- Active Frontage
- Plan Area Boundary
- Transportation/ Utility Corridor

Map 4:
Building Scale

N
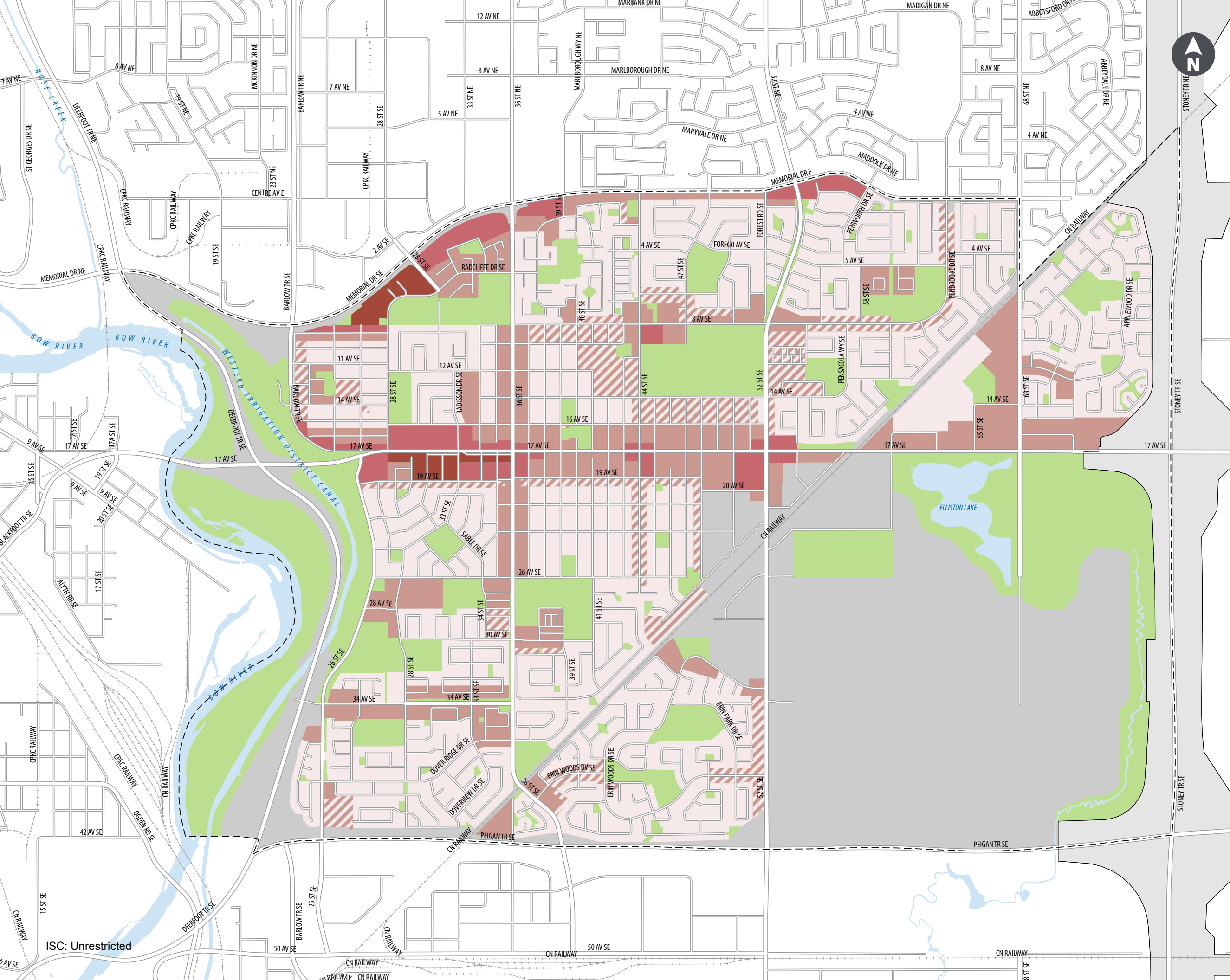
Legend

Limited
(up to 3 Storeys)

Low - Modified
(up to 4 Storeys)

Low
(up to 6 Storeys)

Mid
(up to 12 Storeys)

High
(up to 26 Storeys)

No Scale Modifier

Parks, Civic
and Recreation

Plan Area Boundary

Transportation/
Utility Corridor

ISC: Unrestricted

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 relationship between the urban form categories demonstrates how the different areas of a community relate to and support each other.

There are ten urban form categories that direct land use and **built form** in the East Calgary International Avenue Communities. This section identifies the characteristics of the urban form categories and where they apply, as well as the type of land use and site, building and landscape design policies for each category.

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

Urban Form Categories

Neighbourhood

Neighbourhood Commercial
Neighbourhood Flex
Neighbourhood Connector
Neighbourhood Local

Vehicle-Oriented Commercial

Commercial Corridor

Industrial

Industrial General
Industrial Heavy

Parks, Civic and Recreation

Natural Areas
Parks and Open Space
City Civic and Recreation

May overlay any urban form category:

Special Policy Area

Comprehensive Planning Site

Additional Policy Guidance

Only applies to an urban form category where noted:

Active Frontage

Figure 5: Neighbourhood Urban Form Categories

■ Neighbourhood Commercial
■ Neighbourhood Flex
■ Neighbourhood Connector
□ Neighbourhood Local

2.2.1 Neighbourhood

There are four Neighbourhood urban form categories – Neighbourhood Commercial, Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local. These areas are characterized by smaller blocks where buildings are typically oriented to the street.

Neighbourhood Commercial areas support a range of commercial uses on the ground floor, with the most active areas requiring uses such as shops, services and restaurants. Neighbourhood Flex areas support a mix of uses on the ground floor. Neighbourhood Connector and Neighbourhood Local areas are primarily residential, with a strong delineation between the private and **public spaces**. At all development scales, the **pedestrian** experience in Neighbourhood areas should be supported and enhanced by a range of uses with comfortable **street wall** heights and **public space** with features such as landscaping, sidewalks, seating, 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 integrate sensitively into the community. Residential areas may also accommodate a range of commercial activities, including childcare, small-scale manufacturing and home-based business.

2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex

Neighbourhood Commercial and Neighbourhood Flex represent the more commercially oriented areas of the East Calgary International Avenue Communities, where people go to shop and gather. While people also live in these areas, **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

a. Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.

b. Vehicle-oriented uses should not be located in any one or more of the following:

   i. along **Main Streets** and in areas of high **pedestrian** activity;

   ii. within **transit station areas**; or,

   iii. where the use interferes with access to cycling **infrastructure**.

Site, Building and Landscape Design

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

c. Development in Neighbourhood Commercial and Neighbourhood Flex areas should:

   i. be oriented towards the street;

   ii. not locate parking between a building and a higher activity street;

   iii. provide access to off-street parking and loading areas from the lane, where possible;

   iv. provide frequent entrances and windows that maximize views to and from the street;

   v. use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied texture, 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:

   i. minimize the number of locations where vehicles cross the sidewalks;

   ii. minimize driveway width or locate driveways on a lower activity street;

   iii. incorporate landscaped areas;

   iv. provide well-defined **pedestrian** routes and wayfinding signage to transit stops and stations or adjacent residential areas; and,

   v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas.

e. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.

f. **Public spaces** should provide continuous, unobstructed **pedestrian** routes that can support a variety of active and passive activities and provide high-quality landscaping for **pedestrian** comfort in all seasons.

g. Landscaped areas should be located to enhance and complement the interface between the building and **public spaces**.

h. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:

   i. accommodate a range of uses;

   ii. provide on-site **pedestrian** routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,

   iii. provide windows with views to the street or lane.

2.2.1.2 Neighbourhood Commercial

Neighbourhood Commercial areas are characterized by the broadest range of commercial uses compared to other urban form categories. Buildings are oriented to the street, with units supporting 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.

Active Frontage areas on Map 3: Urban Form indicate areas where the ground floor must contain **active uses**.

Policy

Land Use

a. Commercial uses on the ground floor should be located facing the higher activity street.

b. Residential uses on the ground floor should be located facing lower activity streets or lanes.

Site, Building and Landscape Design

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

c. Development in Neighbourhood Commercial areas should:

   i. integrate larger commercial or residential uses behind or above smaller units facing the street; and,

   ii. provide well-marked primary entrances for ground floor units facing the street.

d. **Public space** in Neighbourhood Commercial areas should be designed to support high volumes of **pedestrians** in all seasons through features such as wide sidewalks, street furniture and lighting.

e. Active Frontage areas should not provide access to off-street parking or loading from the higher activity street.

f. Development in Active Frontage areas should support **active uses**. This may include, but is not limited to:

   i. frequent entrances and windows that maximize views to and from the street;

   ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas; and,

   iii. a floor-to-ceiling height that supports a range of **active uses**.

2.2.1.3 Neighbourhood Flex

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

Policy

Land Use

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

Site, Building and Landscape Design

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

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

2.2.1.4 Neighbourhood Connector and Neighbourhood Local

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

Policy

Land Use

a. Development in Neighbourhood Connector and Neighbourhood Local areas of a community should:

  i. be primarily residential uses; and,

  ii. support a broad range and mix of housing types, unit structures and forms.

b. Development in Neighbourhood Connector and Neighbourhood Local areas may include a range of **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 to the Neighbourhood Connector and Neighbourhood Local areas:

c. Development in Neighbourhood Connector and Neighbourhood Local areas should:

  i. consider the local **built form** context;

  ii. be oriented towards the street;

  iii. consider shadowing impacts on neighbouring properties; and,

  iv. provide access to off-street parking and loading areas from the lane, where possible.

d. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.

e. Where residential units are located on the ground floor along lower activity streets or lanes, development should be designed to:

  i. locate amenity spaces along the lane, where feasible;

  ii. provide on-site **pedestrian** routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,

  iii. provide windows with views to the street and lane.

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. **Public spaces** may include features such as wide sidewalks and cycling **infrastructure**.

Policy

Land Use

a. Development in Neighbourhood Connector areas should support a higher frequency of units and entrances facing the street.

b. Development in Neighbourhood Connector areas may include local commercial uses to serve nearby residents, such as cafes, corner stores, **retail**, personal service uses, **work-live units** or home-based businesses.

c. Commercial uses in Neighbourhood Connector areas should be small format and designed to mitigate impacts on adjacent residential uses.

Site, Building and Landscape Design

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

d. Non-residential development in Neighbourhood Connector should:

   i. provide **built form** and scale that considers the surrounding residential context; and,

   ii. mitigate impacts, such as noise and vehicle circulation, on adjacent residential uses.

2.2.1.6 Neighbourhood Local

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

Limited Scale Policies

The policies in this section only apply to Neighbourhood Local areas with the Limited Scale modifier. Limited Scale policies recognize that single-detached housing may be developed anywhere within Neighbourhood Local, Limited Scale areas.

Policy

a. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.

b. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:

　i. access to sunlight and shade on adjacent parcels; and,

　ii. protection of existing, healthy trees or landscaping on the parcel where appropriate.

c. Multi-residential building forms should not be supported within areas shown in Map 3: Urban Form as Neighbourhood Local and Map 4: Building Scale as Limited Scale.
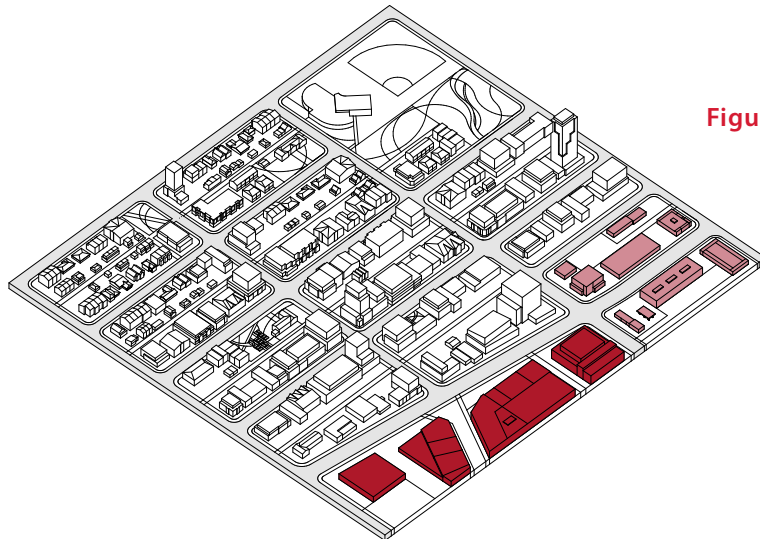
Figure 6: Vehicle-Oriented Commercial Urban Form Categories

■ Commercial Centre
■ Commercial Corridor

2.2.2 Vehicle-Oriented Commercial

Vehicle-Oriented Commercial areas are characterized by larger blocks and parcels typically arranged in a non-grid street pattern or on parcels along higher volume roads that have limited opportunities for street-facing commercial development. 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 development and provide a comfortable **pedestrian** experience that improves connectivity to and within these sites. The incremental improvements policy in Section 2.4.2.2 guides discretion, where limited redevelopment is proposed.

Policy

Land Use

a. Development in Vehicle-Oriented Commercial areas of a community should support commercial uses on the ground floor facing the public street, internal publicly-accessible private streets or parking areas.

b. Development in Vehicle-Oriented Commercial areas may:

   i. include stand-alone or mixed-use buildings; and,

   ii. accommodate low-impact industrial uses.

c. Development in Vehicle-Oriented Commercial areas that are located outside of the landfill and waste management facility setbacks may include residential uses on sites that have any one or more of the following characteristics:

   i. access to moderate to frequent transit service;

   ii. access to higher quality **pedestrian** routes and cycling **infrastructure**; or,

   iii. proximity to a residential area.

d. Vehicle-oriented uses should not be 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 to the Vehicle-Oriented Commercial areas:

e. Development in Vehicle-Oriented Commercial areas should:

   i. identify a hierarchy of **pedestrian** routes that connect destinations on the site;

   ii. locate commercial uses along higher activity public streets or internal publicly-accessible private streets;

   iii. position buildings to face public streets or internal publicly-accessible private streets;

   iv. not locate parking between a building and a higher activity street;

   v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas;

   vi. locate access and service areas away from public streets and screen with landscaped areas where possible;

   vii. provide well-marked, individual entrances for units that face a public street or internal publicly-accessible private street;

   viii. use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied texture, high-quality building materials and setbacks; and,

   ix. position landscaped areas to enhance and complement the interface between the building and **pedestrian** routes.

f. Industrial activities should be fully enclosed within a building.

g. Development that contains industrial uses should limit off-site impacts, such as heat, odour, dust, noise, vibration, light, or waste impacts that are disruptive to adjacent uses.

h. Development with institutional, office or industrial uses located on the ground floor facing a public street or internal publicly-accessible private street should provide:

   i. windows with views to the street and access to natural light;

   ii. amenity space that could be used for daily activities or seasonal programming; and,

   iii. lobbies that have well-marked entrances and allow for clear sight lines to and from the building.

i. Where vehicle-oriented uses are provided, development should be designed to:

   i. minimize the number of locations where vehicles cross the sidewalk;

   ii. minimize driveway width or locate driveways on a lower activity street where feasible;

   iii. incorporate landscaped areas;

   iv. provide well-defined and direct **pedestrian** routes to transit stops and stations or adjacent residential areas; and,

   v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas.

2.2.2.1 Commercial 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.
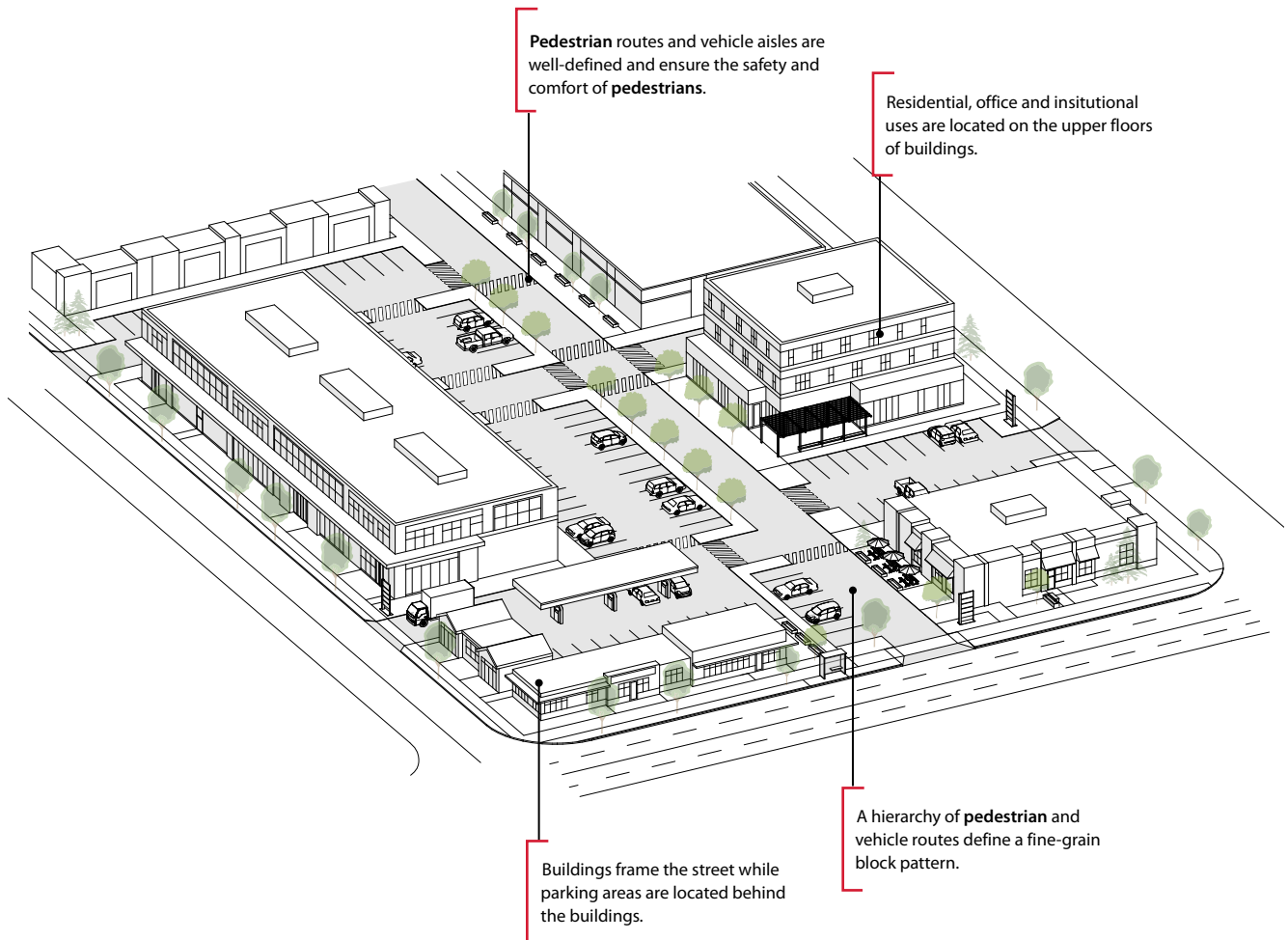
Policy

Site, Building and Landscape Design

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

a. Development in Commercial Corridor areas should:

   i. support commercial use on the ground floor facing a public street or internal publicly-accessible private street;

   ii. establish a fine-grained block pattern through a hierarchy of internal vehicular and **pedestrian** routes;

   iii. locate vehicle-access and service areas off a lane, where possible; and,

   iv. locate residential, office and institutional uses on the upper floors of buildings.

Figure 7: Commercial Corridor Bird's Eye View

Pedestrian routes and vehicle aisles are well-defined and ensure the safety and comfort of **pedestrians**.

Residential, office and insitutional uses are located on the upper floors of buildings.

A hierarchy of **pedestrian** and vehicle routes define a fine-grain block pattern.

Buildings frame the street while parking areas are located behind the buildings.
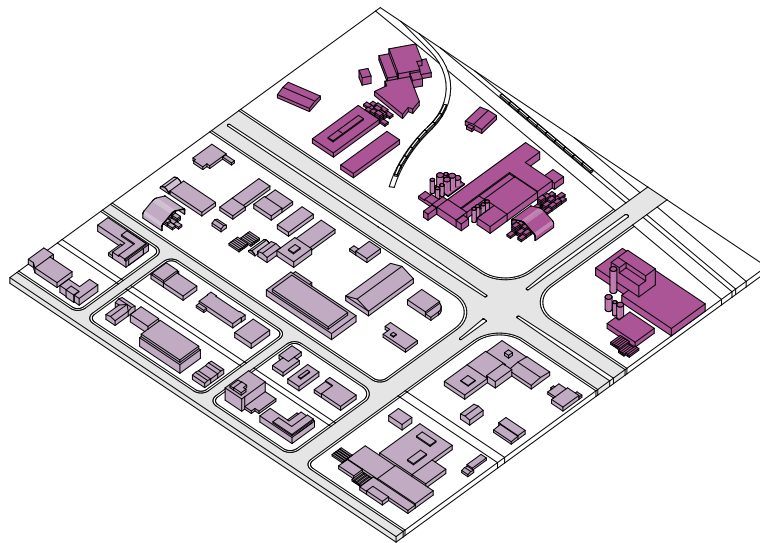
Figure 8: Industrial Urban Form Category

Industrial General
Industrial Heavy

2.2.3 Industrial

Industrial areas primarily include a range of industrial uses with off-site impacts. Block patterns and site layouts will prioritize large vehicle and goods movement along public streets.

Industrial areas are critical to supporting economic diversity and decisions regarding encroachment of other uses into these areas must be carefully considered to minimize impacts on the operational requirements of industrial areas.

Policy

Site, Building and Landscape Design

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

a. Development in Industrial areas should:

   i. accommodate a range of **built forms** that support industrial uses;

   ii. consider opportunities to limit off-site impacts;

   iii. provide **pedestrian** connections to nearby transit stops; and,

   iv. provide landscaped areas and amenity spaces.

b. Mobility **infrastructure** in Industrial areas should focus on large vehicle, equipment and goods movement.

c. Development is encouraged to incorporate sustainable building features and technologies, such as on-site renewable energy generation and waste-heat recovery.

d. When significant changes to a site are proposed, development should provide incremental improvements to support **pedestrian** safety, such as sidewalks and on-site **pedestrian** routes and cycling infrastructure.

2.2.3.1 Industrial General

Industrial General areas are characterized by a range of light and medium industrial uses and represent the city's primary industrial land supply. These areas allow for a range of building sizes and industrial uses, some of which may include outdoor activities and storage. Industrial General areas are expected to support a safe **pedestrian** experience that improves connectivity to and within these sites and to public transit. These areas may have limited off-site impacts.

Policy

Land Use

a. Complementary uses are encouraged to co-locate where mutual benefits could be achieved, such as in an eco-industrial park.

b. Development of large-scale food production and urban agriculture activities are encouraged in Industrial General 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 to Industrial General areas:

c. Development should explore opportunities for renewable energy.

d. Landscaped areas in Industrial General should:

    i.   use climate resilient, native and low maintenance plants;

    ii. avoid the use of invasive species;

    iii. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,

    iv. encourage the use of water conservation strategies such as, but not limited to:

         A. the use of drought-tolerant or low water-use plants;

         B. grouping plants into mulched planting beds; and,

         C. redirecting surface runoff to landscaped areas, where appropriate.

e. Development should provide connections to adjacent mobility **infrastructure**, such as sidewalks and cycling routes.

f. Development that contains single use should be designed to enable future conversion for multi-use development.

g. Parking should be located at the rear of buildings or be screened from view of the street.

h. Where surface parking is provided, development is encouraged to include carports or canopies that integrate photovoltaic (PV) technology.

i. When industrial development is located adjacent to residential development, the building and site design should incorporate measures to reduce potential negative effects such as noise, odour, vibration and visual impacts resulting from business operations.

2.2.3.2 Industrial Heavy

Industrial Heavy areas are characterized by a range of heavy industrial uses. A significant portion of industrial activities occur outdoors and may generate off-site impacts on neighbouring parcels such as noise, dust, vibration and odour. These activities generally require larger sites with buildings that may integrate heavy machinery.

Policy

Land Use

a. Industrial Heavy areas should not contain residential or commercial uses.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4.

b. The following policies apply to the Industrial Heavy areas:

   i. appropriately mitigate off-site impacts;

   ii. consider incorporating landscaped areas, where feasible; and,

   iii. explore opportunities for renewable energy.
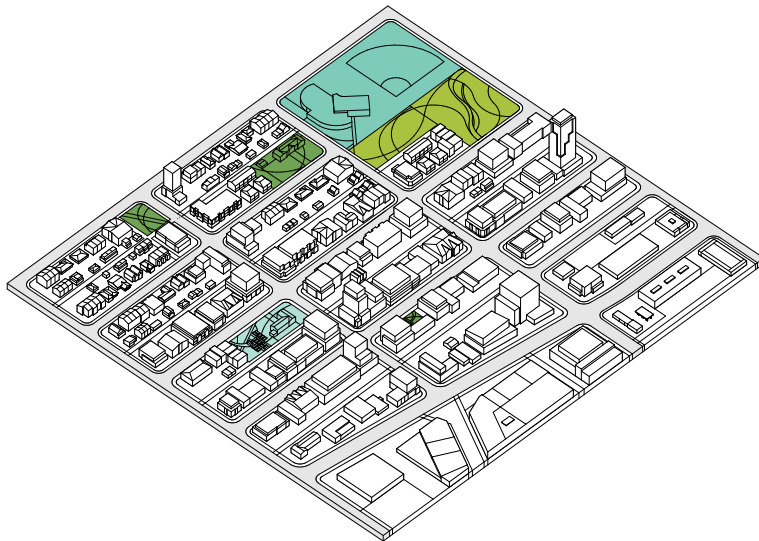
Figure 9: Parks, Civic and Recreation Urban Form Categories

Natural Areas

Parks and Open Space

City Civic and Recreation

Private Institutional and Recreation

2.2.4 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 to Parks, Civic and Recreation areas:

a. Development within Parks, Civic and Recreation areas should:

    i. connect to the community, including other parks and open spaces by active transportation and transit networks;

    ii. use climate resilient plant material that includes native species that require low maintenance;

    iii. consider community gardens;

    iv. consider the use of winter-specific design;

    v. consider operations and maintenance requirements, such as snow clearing and storage, to prevent inhibiting the primary functions of the site; and,

    vi. include wayfinding.

b. Buildings and facilities within Parks, Civic and Recreation areas should:

    i. be located to maximize accessibility;

    ii. be oriented to minimize negative impacts, such as shadowing, on surrounding park or open space areas;

    iii. be made of materials that complement surrounding parks or open space;

    iv. provide shelter to allow for year-round use, where appropriate;

    v. consider design that allows indoor spaces to open to the outdoors; and,

    vi. 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:

    i. providing additional services, programming or facilities for all seasons use;

    ii. protecting or rehabilitating natural areas;

    iii. improving accessibility;

    iv. adding additional servicing, such as electrical and water service to allow for future facilities and capacity to support festival activities, where feasible;

    v. providing public art or cultural spaces; and,

    vi. identifying opportunities for cultural expression.

2.2.4.1 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 to the Natural Areas:

a. Natural Areas should:

    i. support the protection, preservation and rehabilitation of ecological processes and functions;

    ii. support the presence of wildlife and pollinators by connecting parks and open spaces with natural areas to support the ecological network and provide habitat and movement corridors; and,

    iii. be accessible by **pedestrian** and cycling **infrastructure** in a manner that does not inhibit the overall ecological function of the space.

b. Pathways adjacent to Natural Areas should be designed and constructed using natural materials to minimize disturbance to ecologically sensitive areas and to create a buffer between the Natural Area and adjacent development.

c. Natural Areas may identify and integrate cultural landscapes in their design and layout.

d. Riparian areas should be preserved and restored to enhance resilience to river flooding using natural **infrastructure**, where feasible.

e. Prioritize conservation and restoration along the Bow River riparian corridor, escarpment corridor, grassland/wetland complex east of Elliston Park and Forest Lawn Creek corridor.

f. Naturalize and expand parks and open space adjacent to the Bow River riparian corridor, escarpment corridor, grassland/wetland complex east of Elliston Park and Forest Lawn Creek corridor, where possible.

2.2.4.2 Parks and Open Space

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

Policy

Land Use

a. Parks and Open Space areas may accommodate:

  i. a range of uses that support the primary function of the site, such as schools and community associations;

  ii. educational, athletic, cultural, creative, festival and event spaces and/or sites and social programming;

  iii. commercial services or pop-up and temporary uses that complement the primary function of the site, where possible; and,

  iv. public education programming and interpretive information about local natural history and ecosystems.

b. The City should explore the acquisition of school sites, consider adaptive reuse or redevelopment of buildings and retain playfields as park space in the event a school site is declared surplus by the respective school board.

Site, Building and Landscape Design

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

c. Parks and Open Space areas should be designed to:

  i. provide access to both sunlight and shade;

  ii. protect existing trees and ensure adequate soil volume to support tree health and growth;

  iii. explore opportunities to restore natural ecosystem structures, networks, functions and dynamics;

  iv. use landscaped areas to delineate open space and property boundaries, where possible;

  v. account for visibility within and around the site, including lighting, where appropriate;

  vi. provide accessible connections within the site; and,

  vii. recognize the diversity, culture, art and history of the community.

d. Parks and Open Space areas should support:

  i. 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, educational opportunities and amenities to meet the needs of an increasingly diverse city;

  iii. 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.

e. Plazas and other hardscaped parks or open space should be designed to consider and reflect their specific local context, consider maintenance and operational requirements and provide year-round programming.

f. Regional, local and multi-use pathways should be integrated into Parks and Open Space areas to serve a recreational and mobility function.

g. Where appropriately sized and located, Parks and Open Space areas should support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the function of the site.

h. Buildings within Parks and Open Space areas may integrate a range of uses and programming.

i. Parks and Open Space areas may identify and integrate cultural landscapes and **historic resources** in their design and layout.

j. Parks and Open Space areas may encourage the provision and incorporation of space for community gardens, processing, sales and programming on-site or within community facilities.

2.2.4.3 City Civic and Recreation

City Civic and Recreation areas are characterized by indoor and outdoor facilities located on public land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, or museums. Some schools and community association buildings may occur 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:

  i. 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 municipality-operated buildings.

b. All types of care facilities and **non-market housing** are appropriate in this category and are encouraged to locate where there is convenient access to community services and amenities.

c. City Civic and Recreation areas are appropriate in, or near, industrial areas where they support uses such as special events. Development on these sites will likely generate higher volumes of traffic and off-site impacts and should consider the following:

  i. **pedestrian** connections to adjacent transit stops;

  ii. on-site **pedestrian** routes that minimize conflicts with vehicles, particularly near access and service areas;

  iii. the location of parking areas to support activities on the site; and,

  iv. screening from adjacent uses.

Site, Building and Landscape Design

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

d. City Civic and Recreation areas should:

  i. support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to the diverse needs in the community;

  ii. be designed in a manner that allows for safe and accessible use by all ages and abilities;

  iii. identify and integrate cultural landscapes in their design and layout;

  iv. consider opportunities for publicly-accessible drinking fountains and washrooms; and,

  v. support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the site and function of the area.

e. City Civic and Recreation areas may support the presence of wildlife and pollinators by providing habitat.

f. The provision of space for local food production, processing, sales and programming is encouraged on-site or within community facilities.

g. Supplementary uses, such as residential or commercial uses within the City Civic and Recreation areas should be located in buildings less than three storeys. Buildings containing a residential or commercial use on the floor greater than three storeys shall require an amendment to Map 4: Building Scale.

h. Building Scale modifiers are not applied within the City Civic and Recreation areas for recreation, civic, arts and cultural opportunities, emergency services or municipal **infrastructure**.

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

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

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 phasing for future development, including how parking areas and parking demand and supply may change over each phase;

  iv. identify and include mobility **infrastructure** and missing links to connect to adjacent areas amenities and transit stops;

  v. identify opportunities to reduce greenhouse gas emissions in the construction and operation of the development and improve climate resiliency;

  vi. use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;

  vii. identify the location of publicly-accessible open space;

  viii. identify opportunities to create a sense of place that offers flexibility for cultural activities;

  ix. integrate transit **infrastructure**;

  x. identify utility connections; and,

  xi. incorporate well-defined and direct **pedestrian** and cycling **infrastructure** between buildings and to nearby amenities and transit stops.

2.2.5.1 17 Avenue SE (International Avenue) Sites

Map 3: Urban Form identifies Comprehensive Planning Sites along 17 Avenue SE, also known as International Avenue. Development on these sites should follow the relevant policies for the 17 Avenue SE Urban **Main Street** and **transit station areas** contained in Section 2.5.1 and Section 2.5.2.

a. Development on these sites should:

   i. ensure the buildings along the Urban **Main Street** are developed in the first phase or phases when development is constructed in phases;

   ii. explore creative concepts for site layout, such as courtyards or **pedestrian** malls;

   iii. explore a variety of **built forms** and building scales;

   iv. provide sufficient landscaping, at-grade level amenity areas and adequate **pedestrian** connectivity to sidewalks or other **public spaces**;

   v. incorporate adaptable spaces for cultural expression into the site and building design;

   vi. provide continuous street frontage for buildings fronting the Urban **Main Street**;

   vii. explore mixed-use building opportunities; and,

   viii. provide a variety of **built forms** and building scales.
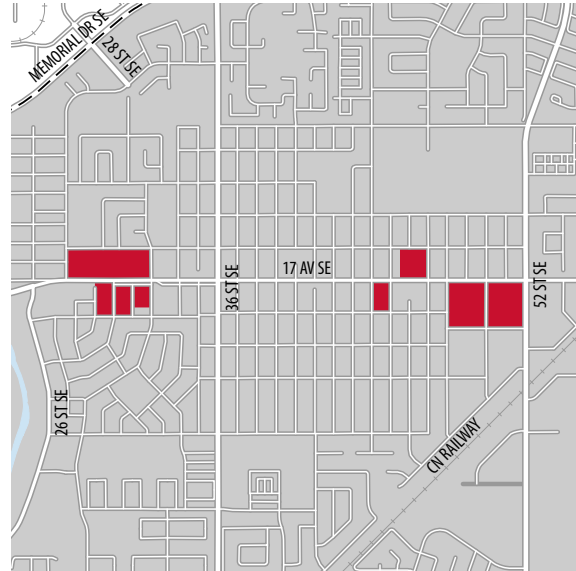
Legend

🟥 17 Avenue SE Comprehensive Planning Sites

2.2.5.2 Franklin LRT Station South Lot Site

Map 3: Urban Form identifies the land, west of Radcliffe Drive SE, southeast of Memorial Drive E, north of 9 Avenue SE and adjacent to Franklin LRT Station as a Comprehensive Planning Site. Development on this site should follow the relevant policies for **transit station areas** in general and Franklin LRT Station in particular, contained in Section 2.5.2:

a. Development on this site should:

   i. explore mixed-use building opportunities;

   ii. provide **non-market housing**;

   iii. prioritize **pedestrian** and cycling **infrastructure** connections within the site, as well as to adjacent communities and Franklin Station;

   iv. activate existing or new park spaces;

   v. strongly discourage surface parking;

   vi. identify opportunities to incorporate cultural spaces, community gathering spaces, or spaces for cultural activities and programming; and,

   vii. identify opportunities for a transit plaza that fronts the station and integrates with the street.

Legend

Franklin LRT Station South Lot Comprehensive Planning Site

2.2.5.3 Albert Park/ Radisson Heights Gateway Site

Map 3: Urban Form identifies the lands west of 28 Street SE, north of Radcliffe Drive SE and south of Memorial Drive E as Comprehensive Planning Sites. Development on this site should follow the relevant policies for **transit station areas** in general and Franklin LRT Station in particular, contained in Section 2.5.2.

a. Development on the site should:

   i. provide iconic architectural design that emphasizes the site as a gateway to the community;

   ii. provide a detailed massing study outlining specific building heights for the entire site;

   iii. provide a shadow study that includes the location of the highest buildings to minimize shadowing on **public space**;

   iv. explore **non-market housing** and **mixed-market housing** opportunities; and,

   v. consider incorporating publicly-accessible private open space that provides active and passive recreation opportunities for all ages and abilities.
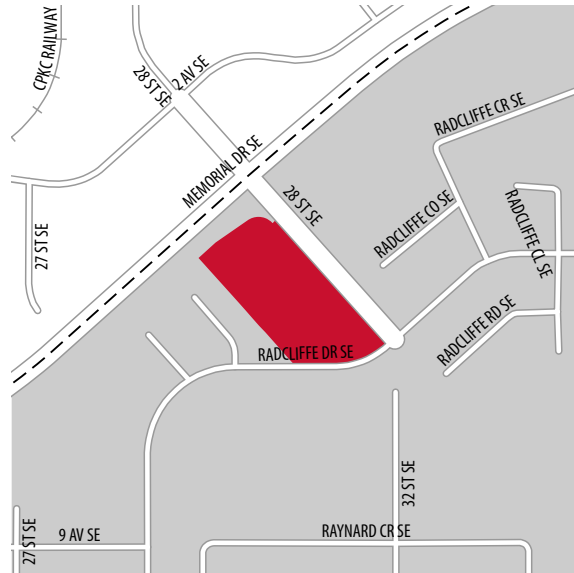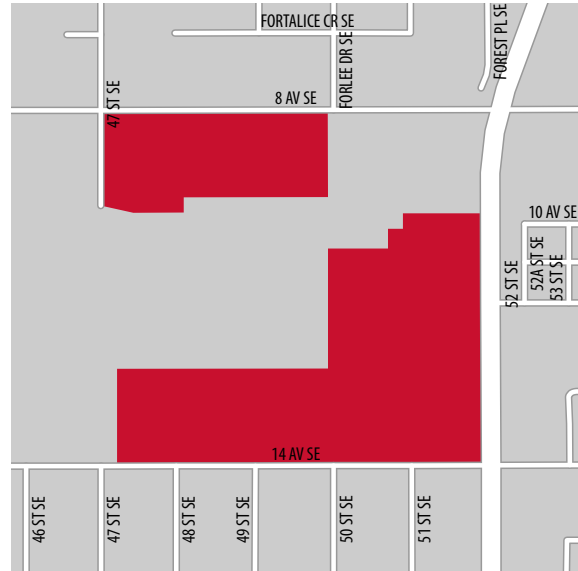

Legend

Albert Park/Radisson Heights Gateway Comprehensive Planning Site

2.2.5.4 Forest Lawn Multi-Service Centre Site

Map 3: Urban Form identifies portions of land south of 8 Avenue SE, north of 14 Avenue SE, east of 44 Street SE and west of 52 Street SE as Comprehensive Planning Site. The site is comprised of several separate parcels.

a. Development on this site should:

   i. provide passive and active recreation opportunities with year-round adaptable community gathering spaces for all ages and abilities with diverse cultural backgrounds;

   ii. integrate public art and cultural spaces within the development design;

   iii. retain outdoor park space and trees on site, where possible;

   iv. provide various community service uses, such as emergency service, arts and culture spaces, library and outdoor learning centre, aquatic and fitness facilities, greenspace amenities, municipal service counters and community support spaces;

   v. provide **non-market housing** opportunities;

   vi. prioritize **active uses** at-grade on primary **pedestrian** routes;

   vii. integrate wayfinding at key locations within the site and explore implementing multi-language signage that reflects the cultural diversity of the area; and,

   viii. seamlessly integrate accessible design, such as the Braille language system (tactile writing system) and visual announcements, into the site and building designs.

Legend

Forest Lawn Multi-Service Centre Comprehensive Planning Site

2.2.5.5 David D. Oughton Site

Map 3: Urban Form identifies the land south of 12 Avenue SE, west of 34 Street SE, north of 16 Avenue SE and east of the lane as Comprehensive Planning Site. Development on this site should follow the relevant policies for **transit station areas** in general and 26 Street SE & 33 Street SE BRT stations in particular, contained in Section 2.5.2.

a. Development on this site should:

    i. provide ground floor residential units that front onto a public street;

    ii. enhance interface and **public space** improvements along 34 Street SE, 12 Avenue SE and 16 Avenue SE;

    iii. provide **non-market housing** and/or **mixed-market housing**;

    iv. minimize the number of vehicle access points;

    v. minimize the quantity and impacts of surface parking lots;

    vi. include additional boulevard trees as part of redevelopment;

    vii. provide any Municipal Reserve owed in the form of land upon subdivision; and,

    viii. locate Municipal Reserve lands at locations that are publicly-accessible and have public street frontage on at least two sides.
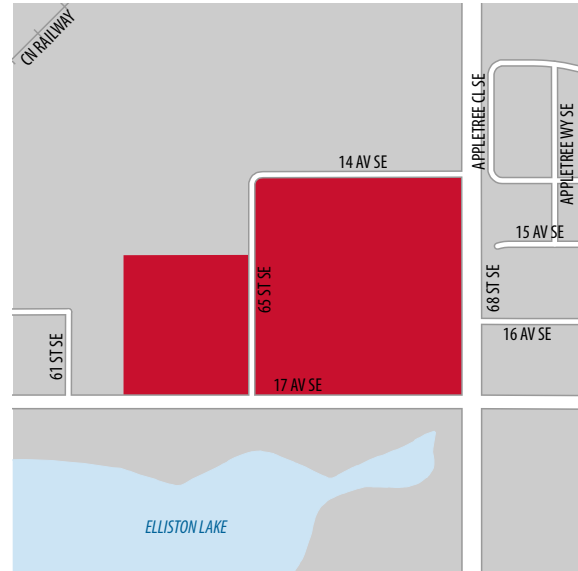

Legend

David D. Oughton Comprehensive Planning Site

2.2.5.6 Red Carpet Sites

Map 3: Urban Form identifies the lands west of 68 Street SE, north of 17 Avenue SE, east of 61 Street SE and south of 14 Avenue SE as a Comprehensive Planning Site. Development on these sites should follow the relevant policies for **transit station areas** in general and 61 Street SE & 70 Street SE Transit Stations in particular, contained in Section 2.5.2.

a. Development on these sites should:

   i. explore **non-market housing** and/or **mixed-market housing** opportunities;

   ii. explore opportunities to provide residential uses in various **built forms** and building scales, including, but not limited to cohousing and tiny houses;

   iii. transition building scale down towards adjacent park space to minimize shadowing impacts;

   iv. provide ground floor residential units that front onto parks and open spaces when residential use is proposed;

   v. provide enhanced **public space** and interface between development and the BRT station at 17 Avenue SE and 61 Street SE; and,

   vi. minimize the quantity and impacts of surface parking lots.

Legend

■ Red Carpet Comprehensive Planning Sites

2.2.5.7 Golden Triangle Site

Map 3: Urban Form identifies the land west of 35 Street SE, north of Peigan Trail SE and southeast of the freight rail corridor as a Comprehensive Planning Site.

a.   Development on this site should:

i.   explore mixed-use development opportunities;

ii.   explore opportunities to provide a variety of **built forms** and building scales that step down to lower building scales towards 35 Street SE;

iii.   incorporate design measures to mitigate noise, vibration and visual impacts from the freight rail corridor; and,

iv.   explore opportunities to provide multi-modal connections to 36 Street SE and to nearby amenities.

Legend

 Golden Triangle Comprehensive Planning Site

2.2.6 Special Policy Areas

A Special Policy Area identifies places for special policy guidance where an area does not fit within an existing urban form category. This section provides additional policy guidance to a specific area while still emphasizing the general function of an urban form category.

2.2.6.1 East Calgary Landfill Special Policy Area

Map 3: Urban Form identifies the lands northwest of Peigan Trail SE and Stoney Trail SE as East Calgary Landfill Special Policy Areas. The lands are expected to continue to operate as a landfill.

Redevelopment of sites will be considered in conjunction with existing municipal and provincial waste management facilities operational and regulatory requirements, long-term **infrastructure** asset plans, provincial variance requirements, as well any required assessments needed to confirm that the site conditions meet minimum health and safety standards for future intended development.

Policy

a. Development not associated with The City's operations shall require an amendment to Map 3: Urban Form and Map 4: Building Scale.

b. Development not associated with The City's waste and recycling operation should undertake a master planning exercise prior to, or at the time of, a planning application and should:

    i. identify the risks associated with the site, the current level of risk and how this relates to the proposed development and the risk management that will be incorporated into the development to reduce unnecessary risk;

    ii. identify an appropriate transition of use and scale to adjacent areas;

    iii. identify a hierarchy of streets and **pedestrian** routes that connect destinations on and to the site;

    iv. identify and include mobility **infrastructure** and missing links to connect adjacent areas;

    v. identify phasing for future development; and,

    vi. explore a variety of **built forms** and building scales.

c. Where community amenities are provided, development should:

    i. prioritize equitable passive and active recreation opportunities for year-round adaptable community gathering spaces for all diverse cultural backgrounds;

    ii. explore integrating public art and cultural spaces within the site design; and,

    iii. prioritize the integration of multi-function facilities including, but not limited to, critical **infrastructures**, renewable energy and efficient systems and public open spaces that act as a destination for activities and education.

2.3 Scale Modifiers

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

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

At every scale, it is important to establish an appropriate **street wall** to reduce building bulk, reduce wind impact, provide access to sunlight and create a sense of enclosure for **public space**. Stepbacks above the **street wall** should be an appropriate height to respond to the existing street context and reduce shading on **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 **Land Use Bylaw** will supplement building scale modifiers by regulating height, density and setbacks.

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

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 for uses that comprise recreation, civic, arts and cultural opportunities, emergency services or municipal **infrastructure**.

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 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, 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.

2.3.1 Limited Scale

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

Policy

a. Development in Limited Scale areas should be three storeys in height or less.

b. Development in Limited Scale areas may limit building mass above the second storey in Neighbourhood Local areas.

c. In Neighbourhood Connector and Neighbourhood Local areas, each residential unit in Limited Scale Areas should have an individual entrance at grade.

2.3.2 Low Scale–Modified

Low Scale-Modified accommodates development that is four storeys or less. This modifier includes forms such as single-detached, semi-detached, duplex, rowhouse, apartments, stacked townhouses, stand-alone or mixed-use buildings.

Policy

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

Maximum 3 storeys

Maximum 4 storeys

2.3.3 Low Scale

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

Policy

a. Development in Low Scale areas should be six storeys or less in height.

b. Development in Low Scale areas should:

    i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,

    ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.

c. Development in Low Scale areas may limit building mass above the **street wall** to provide separation between adjacent development and maximize exposure to natural light.

2.3.4 Mid Scale

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

Policy

a. Development in Mid Scale areas should be twelve storeys or less in height.

b. Development in Mid Scale areas should:

    i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,

    ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.

c. Development in Mid Scale areas may limit building mass above the **street wall** to provide separation between adjacent development and maximize exposure to natural light.

Maximum 6 storeys

Street wall

Maximum 12 storeys

Street wall

2.3.5 High Scale

High Scale accommodates development up to twenty-six storeys.

Policy

a.   Development in High Scale areas should be twenty-six storeys or less in height.

b.   Development in High Scale areas should:

   i.   be designed to reduce the impact of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,

   ii.   use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.

c.   Development in High Scale areas may limit building mass above the **street wall** to provide separation between adjacent development and maximize exposure to natural light.

d.   Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.

e.   Development that contains a point tower should:

   i.   be designed to mitigate the impact of wind on **public space**; and,

   ii.   be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance **public space**.

Maximum 26 storeys

Street wall
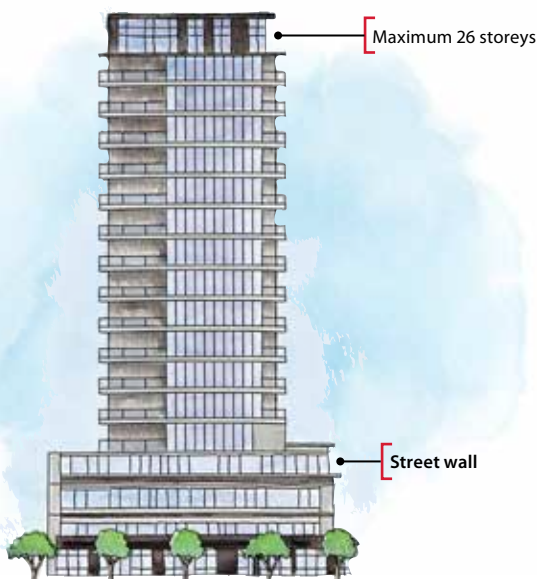
2.3.6 Scale Transition

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 resources** or buildings with historic significance.

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:

   i.   using similar **street wall** heights and building massing along a street;

   ii.   decreasing height incrementally through a block;

   iii.   building stepbacks and angular planes to step down heights and decrease scales incrementally through a block to shift building massing away from adjacent lower-intensity development;

   iv.   reducing the **street wall** height to transition the visible mass of a taller building to match the cornice line for a shorter building;

   v.   setbacks and landscaping to buffer higher-intensity development from lower-intensity development; or

   vi.   the use of smaller or narrower floorplates and increased distances between towers to reduce shadowing impact, provide more light for surrounding residential units and allow flexibility for potential conversion of office buildings to residential.

b.   Higher density development that shares a property line or lane with low density residential development should stepback the building where it interfaces with the lower density development. The stepback should provide a clear and distinct transition in scale between the two development types.

2.4 General Policies

2.4.1 Climate Mitigation and Adaptation

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

Policy

a. The Development Authority may support relaxations to the **Land Use Bylaw** to enable or incentivize the:

   i. development of **net zero** buildings;

   ii. reduction of greenhouse gas emissions through energy efficiency improvements and/or renewable energy; or,

   iii. inclusion of **community climate resilience assets**, including green roofs and walls, on-site stormwater management features that reduce net stormwater runoff volume to zero or less using cisterns or **low impact development** features.

b. New development, major renovations and retrofits are encouraged to participate in measuring and disclosing their energy performance through The City of Calgary's Energy Benchmarking Program.

2.4.2 Built Form

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

The **built form** policies in this section apply to Neighbourhood, Vehicle-Oriented Commercial and Parks, Civic and Recreation urban form categories at all scales. The **built form** policies do not apply to the Industrial category.

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

2.4.2.1 Site Design

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

Policy

a. Development should:

   i. locate buildings to frame public streets;

   ii. limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway widths and the number of locations where vehicles cross the sidewalk;

   iii. locate access and service areas off a lane, where possible;

   iv. provide well-defined and direct **pedestrian** routes to nearby transit stops and stations;

   v. identify a hierarchy of **pedestrian** routes that connect destinations within and to the site;

   vi. provide on-site **pedestrian** routes that minimize conflicts with vehicles, particularly near access and service areas;

   vii. position landscaped areas that enhance and complement the interface between the building and **pedestrian** routes;

   viii. retain existing, healthy public trees and landscaping on, or adjacent to, development sites;

   ix. retain existing, healthy private trees and landscaping on development sites, particularly in street-facing setback areas;

   x. design and locate **infrastructure** in a manner that minimizes disturbances to existing public trees;

   xi. consider design and site layouts that accommodate snow storage and removal;

   xii. provide design strategies to mitigate noise, vibration and visual impacts when adjacent to the freight rail corridor;

   xiii. maximize permeable surfaces, enhance greenspace and exceed required tree and soft landscaping requirements within the **Land Use Bylaw** to limit the impacts of extreme heat events and stormwater infiltration; and,

   xiv. integrate transit waiting amenities into development, such as transit plazas, benches and patios, when adjacent to transit routes.

b. 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**.

c. 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.

d. **Pedestrian** access and internal circulation for all new development with multiple buildings should be designed for universal accessibility.

e. Development should utilize slope-adaptive design solutions on sites with significant grade changes.

f. Development should support shared-mobility options in proximity to a **transit station area**, where appropriate and in a manner that minimizes impacts on transit movement or **pedestrian** access to transit **infrastructure**.

g. Development should provide secure bicycle parking and other active transportation supportive amenities.

h. Development is encouraged to provide shading and cooling amenities for people on private land, especially at:

   i. heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;

   ii. high traffic **pedestrian** and cycling corridors; and,

   iii. areas with lower tree canopy coverage.

i. Alternative solutions or innovative designs may be considered for:

   i. **pedestrian** access and internal circulation, where challenging topography or other site constraints exist; and,

   ii. accessing and servicing a development, where standard requirements cannot be met.

j. Development adjacent to or facing parks and open space, including interfaces separated by a lane or street, should:

   i. activate the park and open space through site and building design;

   ii. provide amenity space facing the park or open space;

   iii. provide views into the park and open space;

   iv. minimize shadow impacts;

   v. consider opportunities for commercial frontages facing the park and open space in commercial or mixed-use developments;

   vi. 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, where possible.

k. 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.

l. Applications for new development of buildings over 12 storeys in height should provide a **pedestrian** wind comfort and safety study at the application stage. The study should:

   i. outline **pedestrian** level wind impact on **public space** including sidewalks and street frontages, building entrance areas, surrounding open spaces and rooftop amenity areas; and,

   ii. identify mitigation strategies to decrease the negative effects of the wind, such as building massing, podium articulation, canopies and landscaping.

m. Development adjacent to Parks and Open Spaces, City Civic and Recreation and Natural Areas that are separated by a lane are encouraged to pursue lane reconfigurations or alternative lane treatments to facilitate development that fronts directly onto the lane and open space and/or provide improved **pedestrian** access and movement between the open space and adjacent development.

n. Existing mature trees should be protected and maintained on City-owned land, including boulevards, parks and other parcels.

o. Utility upgrades should be coordinated, when feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.

p. Development on streets with road right-of-way setbacks should use the setbacks 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.

q. Development is encouraged to make use of shared driveways where rear lanes do not exist to reduce vehicle crossings of the sidewalk.

r. Surface parking lots are encouraged to include carports or canopies that integrate photovoltaic (PV) technology.

s. Development should connect to district energy systems, where feasible. The Development Authority may require a district energy connection analysis, prepared by a qualified professional, at the time of Development Permit application.

t. Surface parking areas are encouraged to be covered by **solar canopies**.

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

Policy

a. Development should be designed to:

   i. provide a well-defined, continuous **street wall** of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;

   ii. use building articulation to define the **street wall** and improve the **pedestrian** experience using varied texture, change in building materials, façade articulation and setbacks;

   iii. differentiate the **street wall** from upper portions of a building using varied textures, change in materials, façade articulation and setbacks;

   iv. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;

   v. shift building massing away from adjacent low-density development;

   vi. integrate transit stop amenities, such as seating and shelter, where feasible;

   vii. reduce the impacts of wind at the ground floor and optimize sunlight access to **public spaces**, open spaces and amenity spaces;

   viii. integrate mechanical equipment as part of the overall design of the building; and,

   ix. use durable and climate resilient building materials.

b. Development is encouraged to integrate on-site renewable energy generation and/or other alternative energy sources, such as solar photovoltaic systems like rooftop solar and solar walls and/or geothermal heating and cooling.

c. Development is encouraged to incorporate climate mitigation building features, which can include:

   i. reducing energy consumption beyond minimum energy code requirements by integrating high performance mechanical systems and building envelope wall-assemblies;

   ii. lowering emissions and waste production caused by new construction through supporting adaptive reuse of existing buildings; or,

   iii. integrating electric vehicle ready charging **infrastructure**.

d. Development should have sufficient electrical capacity and structural stability to allow for electric vehicle charging, rooftop solar installations and electrical heating and cooling, to enable the installation of these features at the time of construction or in the future.

e. Development is encouraged to be **net zero** or **net zero ready**. Development should connect to district energy systems, where available.

f. Development located outside of the **Floodway** or **Flood Fringe** but within the 1:100 **Flood Inundation Area** should be designed in accordance with **Flood Fringe** policies of the **Municipal Development Plan**.

g. Building frontages should:

   i. provide well-marked primary entrances that are barrier-free;

   ii. 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.

h. Building frontages on corner parcels should:

   i. 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,

   iv. continue public or publicly-accessible amenity space around a building corner, where provided.

i. Residential frontages on the ground floor should provide:

   i. well-marked, individual entrances for units that face a public street or internal **pedestrian** route;

   ii. windows with views to the street and access to natural light; and,

   iii. setbacks that allow for a transition from **public space** to residential units that incorporate landscape and design elements or amenity spaces.

j. Development is strongly encouraged to reduce energy consumption beyond minimum energy code requirements by integrating high performance mechanical systems and building envelope wall-assemblies.

k. Development may require on-site stormwater retention to improve community flooding resiliency.

l. Development should ensure accessible and universal design principles are seamlessly incorporated into the overall design.

2.4.2.3 Amenity Space

Amenity spaces provide opportunities for people to gather, socialize, play and relax. There are three types of amenity spaces: 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 publicly-accessible amenity spaces can by enjoyed by all.

Policy

a. Publicly-accessible amenity spaces should be located and designed to enhance the **public space**.

b. Where provided, shared private amenity spaces should be for the use of all occupants of a development and universally accessible, where possible.

c. Building façades adjacent to publicly-accessible or shared private amenity spaces should:

   i. complement the space using high-quality materials;

   ii. be of an appropriate scale to support user comfort; and,

   iii. provide windows and entrances that offer views to and from the building where it is adjacent to shared or publicly-accessible interior space.

d. Publicly-accessible and shared private amenity spaces should:

   i. be adequately sized to accommodate the anticipated number of users;

   ii. be flexible and adaptable to a variety of activities and programming;

   iii. include lighting and furniture;

   iv. consider sunlight and shade access;

   v. provide access to drinking water;

   vi. consider providing access to universally accessible restrooms; and,

   vii. provide weather protection to support year-round use.

e. Private amenity spaces should:

   i. be adequately sized to accommodate furniture;

   ii. consider both sunlight and shade access; and,

   iii. provide weather protection to support year-round use.

f. Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for urban agriculture.

2.4.2.4 Landscape Design

Landscaped areas have many benefits, including improving stormwater management, reducing 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, including native, drought tolerant 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:

   i. 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. provide year-round visual interest; and,

   v. use climate resilient plant material that includes native species that require low or no maintenance.

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

   i. the use of drought tolerant or low water use plants;

   ii. grouping plants with similar maintenance needs together;

   iii. incorporating design features that collect and retain or infiltrate rainwater;

   iv. the use of high-efficiency irrigation systems; and,

   v. redirecting surface runoff to landscaped areas, where appropriate.

2.4.3 Additional Design Considerations

The following policies provide additional design considerations to guide the use of discretion during planning applications, 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 allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards are encouraged where the proposed solution implements outcomes consistent with the goals of this Plan and the vision and objectives of the **Municipal Development Plan**.

b. Regulatory changes are encouraged where they reduce or eliminate barriers to innovative and alternative design and planning.

2.4.3.2 Incremental Improvements

The **built-out areas** present challenges where existing development no longer conforms 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 be consistent with the scope of the application.

b. The use of discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards should be considered to support incremental improvements.

2.4.3.3 Interim Development

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

Policy

a. Interim development should:

   i. contribute to the overall vision for the area and anticipated activity levels, without compromising the future viability of the site or broader area for full build out of the development;

   ii. provide a high-quality interface that enhances the **public space**; and,

   iii. be designed to support flexible redevelopment or adaptation in the future.

2.4.3.4 Heritage Resources

Heritage resources contribute to the characteristics of communities and tell the story of past generations. **Heritage resources** should be retained or protected while balancing the ability to redevelop. New development within the context of **heritage resources** should consider opportunities to balance new and historic development forms. The City of Calgary recognizes that there are **heritage resources** other than buildings that include archaeological and culturally significant areas. This section provides policy for **heritage resources** in the Plan Area.

Policy

a. Property owners are encouraged to retain and conserve **heritage resources** through adaptive reuse.

b. The Development Authority should support **Land Use Bylaw** relaxations to enable the retention of **heritage resources**.

c. Property owners are encouraged to designate **Inventory** properties as **Municipal Historic Resources**.

d. The City may incentivize the designation of **Municipal Historic Resources** on a case by case basis through strategies such as allowing for additional development potential.

e. An applicant shall provide photo documentation of **Inventory** properties to The City prior to demolition or redevelopment. Interpretative or commemorative features should be incorporated into the new development.

f. Opportunities to mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including, but not limited to:

   i. retention and incorporation of the **heritage resource** into the new development; or,

   ii. protection of another **heritage resource** within the surrounding area.

g. New development should be compatible with the context of abutting sites on the **Inventory** using setbacks, massing **street wall** height and landscaping.

h. 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.

i. 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).

j. The conservation of **heritage resources** is encouraged by supporting high-density development and/or additional uses on sites where a **heritage resource** or cluster of **heritage resources** is retained.

2.5 Area Specific Policies

The following policies provide direction in specific areas of the East Calgary International Avenue Communities including Urban **Main Street, transit station areas**, **community corridors** and Neighbourhood **Activity Centres**. These policies build upon and support the urban form and building scale policies as well as the general policies of this Plan.
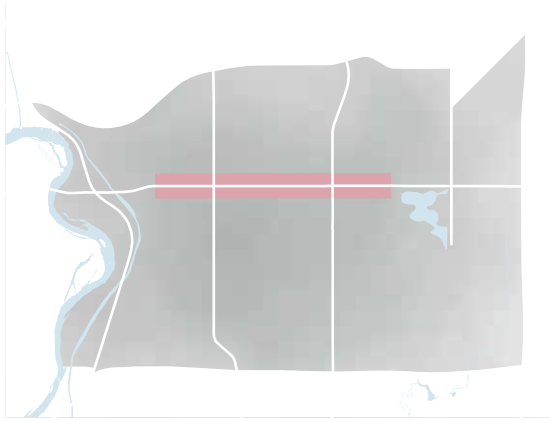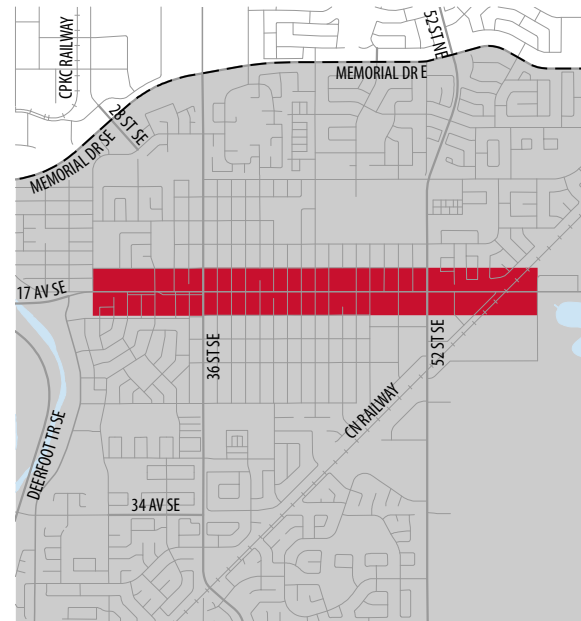

2.5.1 17 Avenue SE Urban Main Street

The **Municipal Development Plan** identifies 17 Avenue SE, also known as International Avenue, as an Urban **Main Street** between 28 Street SE and 60 Street SE. 17 Avenue SE is a well-established multicultural commercial corridor offering a mix of shops, restaurants, services, public art and cultural events for the Plan Area and beyond. In addition, it is a multi-modal corridor that serves as a gateway for visitors and residents to and from the city.

This Plan envisions 17 Avenue SE continuing to evolve and function as a vibrant, **transit-oriented** and culturally diverse shopping boulevard that is safe, green and walkable. Urban **Main Street** 17 Avenue SE is intended to accommodate the highest concentration of density and **pedestrian** activity within the Plan Area, supported by a mixture of commercial and residential developments.

Figure 10: 17 Avenue SE Urban Main Street

Legend

 17 Avenue SE Urban Main Street

Policy

a. New vehicle-oriented uses such as automotive sales, **retail** with large surface parking areas and drive-through restaurants or services should not be located along 17 Avenue SE between 28 Street SE and 60 Street SE.

b. Encourage a range of multi-residential and mixed-use housing types to suit all income levels, ages and lifestyle needs.

c. New low-intensity uses such as single-detached, semi-detached and duplex housing should not be located along 17 Avenue SE.

d. Historic industrial uses in commercial areas should continue to exist but should not expand.

e. The required separation distance in the **Land Use Bylaw** and other development regulations for liquor stores, cannabis stores, pawn shops and pay day loan establishments, shall not be relaxed.

f. Integration of wayfinding with public art and other forms of interactive mediums is supported.

g. Explore providing wayfinding and street signs in various languages that reflect the history and cultural diversity of 17 Avenue SE.

h. Provide public gathering places that are centered on cultural activities, public art and building community.

i. Development on 17 Avenue SE should improve **public spaces** and create a safe, welcoming **pedestrian** environment. Design considerations should include, but are not limited to:

   i. sidewalk widths that accommodate safe and comfortable **pedestrian** movement for the volume of anticipated users, while considering elements like adjacent outdoor patios or transit station **infrastructure**;

   ii. increased landscaping, including green stormwater **infrastructure**;

   iii. publicly-accessible amenity space, street furniture and/or street lighting, especially adjacent to transit stations;

   iv. the closure or merging of existing driveways;

   v. curb extensions at intersections and **pedestrian** crossings;

   vi. alignment with any City streetscape master plans or other City initiated **public space** plans; and,

   vii. opportunities to provide for interim streetscape enhancements within road right-of-way setbacks.

j. Development should create a well-defined **street wall** to support a human-scaled street environment on 17 Avenue SE. Design strategies may include, but are not limited to:

   i. building stepbacks at or below the sixth storey;

   ii. the reduction of building mass at or above the sixth storey; and,

   iii. building articulation using high-quality building materials, massing and projections.

k. New development should be designed to form a consistent edge to streets and public places, define the spatial and visual quality and support the gathering functions at street corners.

l. New development and major exterior renovations should incorporate high-quality and durable exterior finishing materials, such as masonry, metal, glass and/or concrete on the **street wall**.

m. Development should maximize the use of transparent windows, doors and display windows at street level to provide eyes on the street.

n. The use of film or any visually blocking material on doors and display windows at street level should not be supported.

o. Fencing along 17 Avenue SE is generally discouraged unless used for screening and security purposes, which should be made of quality materials that match the architectural style of the main development.

p. Incorporate high-quality architectural designs and public art that demonstrate the cultural values and identity of International Avenue.

q. Stand-alone surface parking should not be supported.

r. Surface parking in front of buildings and vehicular access directly from 17 Avenue SE should not be supported, except where traditional service roads with angle or parallel parking are introduced as part of the comprehensive redevelopment of a block.

s. New developments should be designed to form a consistent edge to streets and public places, define the spatial and visual quality and support the gathering functions at street corners.

t. Ground floor units should be designed with provisions to accommodate commercial uses at grade.

u. Consolidation of small parcels is encouraged for greater development potential and to provide for comprehensively planned development.

v. Parking relaxations should be supported for development on constrained sites, such as individual lots that cannot feasibly consolidate, to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures, including increased bicycle and alternative mobility storage, should be provided.

w. New development should integrate with and improve transit stops. Design strategies may include, but are not limited to:

   i. paved **pedestrian** connections;

   ii. transit stops incorporated into the overall site design; and,

   iii. avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops.

x. Signage along the Urban **Main Street** should be of an appropriate height, size, location, orientation, illumination and be scaled for legibility by **pedestrians**. Design considerations should:

   i. maintain visual interest;

   ii. include canopy or projecting signs scaled and oriented to **pedestrians**; and,

   iii. integrate canopy or projecting signs into building designs.

y. Property owners of sites containing identified character signage or signs on the **Inventory** are encouraged to designate these sites as a **Municipal Historic Resource**, protecting them under the Alberta Historical Resources Act and making them eligible for conservation incentives.

z. The retention of character signage or signs on the **Inventory** in existing locations as redevelopment occurs is encouraged. Where retention is not possible, incorporating the integration of such signage into new development is highly encouraged in accordance with conservation best practice.

aa. Third-party advertising signs and billboards shall not be located along the Urban **Main Street**.

Far East Foods
2830 17 Avenue SE

4 Seas Restaurant
3600 Block 17 Avenue SE

Paradise Lanes Bowl
3411 17 Avenue SE

Dragon's Gate Restaurant & Bar
4408 17 Avenue SE

Best World Travel LTD
3500 Block 17 Avenue SE

2.5.2 Transit Station Areas

The East Calgary International Avenue Communities include nine **transit station areas**. Two are along the Blue Line Light Rail Transit (LRT): Barlow/Max Bell LRT Station and Franklin LRT Station. Seven **transit station areas** are located along the MAX Purple Bus Rapid Transit (BRT) line along 17 Avenue SE: 26 Street SE, 33 Street SE, 36 Street SE, 44 Street SE, 52 Street SE, 61 Street SE and 70 Street SE Stations. A potential future BRT route has been identified along 52 Street SE and if constructed, the station areas could be recognized as **transit station areas** with future amendments to this Plan.

The Plan identifies two zones of development intensity around transit stations. **Core Zones** are where **pedestrian** activity and building scale are envisioned to be the highest. Neighbourhood Commercial or Neighbourhood Flex urban form categories and Active Frontage policy guidance are applied in strategic locations where **active uses** are required. Building scales generally decrease away from the transit station in **Transition Zones,** which is achieved through lower building scales than the **Core Zones**.
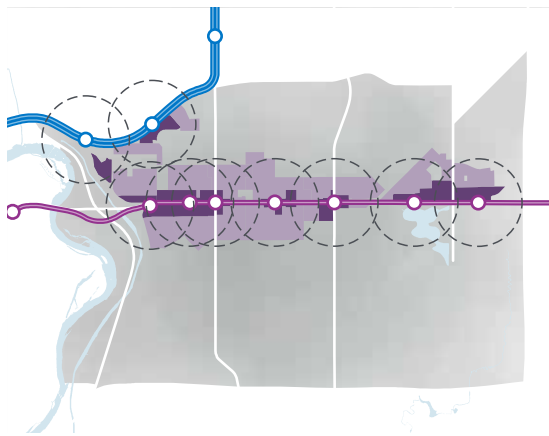
Policy

a. Development adjacent to an LRT or BRT station should provide for a high-quality **public space** that encourages social gathering, connectivity, cultural and recreation activities through elements such as:

  i. programable and adaptable publicly-accessible private open space or transit plaza;

  ii. street furniture and seating areas;

  iii. secure micro-mobility storage facilities and sharing service;

  iv. public art;

  v. access to shade and cooling;

  vi. drinking fountains, public washrooms and electrical servicing, where feasible;

  vii. enhanced landscaping; and,

  viii. multi-use pathway connections.

b. To encourage the development of **non-market housing** and **mixed-market housing**, incentives may be explored and implemented through direct control bylaws, including, but not limited to, Floor Area Ratio (FAR) exemptions and parking reductions.

c. Development adjacent to an LRT or BRT station should include design measures that enhance the transit interface and make the area comfortable for people waiting for transit by:

  i. locating uses that support high levels of activity, such as **retail** frontages, immediately adjacent to transit stops;

  ii. including architectural features that provide weather protection and create human-scaled environments, such as awnings, eye-level signage, public seating and **pedestrian** lighting; and,

  iii. ensuring accessible and universal design principles are seamlessly incorporated into the overall design.

d. Vehicle parking in the **Core Zone** should be located underground or in a parking structure. Where surface parking is provided, it should be short-stay parking, be well landscaped and should not be located between a building and a street.

e. Stand-alone surface parking lots should not be located within a **transit station area**, except for Transit's Park and Rides.

f. Development should consider activation of lanes to encourage additional activity through strategies such as:

   i. providing uses that front the lane;

   ii. enhancing landscaping and mobility features;

   iii. incorporating street art; and,

   iv. enhanced design features that improve safety and accessibility.

g. Development should mitigate the off-site impacts of any additional height, massing and shadowing within the surrounding area through:

   i. two to four storey **street walls**;

   ii. limited floor plate sizes on upper storeys; and,

   iii. increased stepbacks and/or reduced massing on upper storeys.

h. New automobile service centres, drive-through businesses and service stations and other vehicle-oriented uses shall not be located in the **Core Zones** and **Transition Zones**.

i. Parking relaxations should be supported for development on constrained sites, such as individual lots that cannot consolidate, to make development feasible.

j. Development in **Core Zones** should:

   i. provide publicly-accessible amenity spaces in prominent locations; and,

   ii. provide connections to support a comfortable and safe **pedestrian** and cycling experience and to complete missing links to the transit stations and to transit stops.

k. Development in **Core** and **Transition Zones** should provide connections to adjacent mobility **infrastructure**, including between different transit services, to support a comfortable and safe **pedestrian** and cycling experience.

l. 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. Further to the building scale policies in Section 2.3, development in **Core Zones** may exceed the building scale identified on Map 4: Building Scale. A proposed development should only be allowed to exceed the building scale where the development meets a high standard of design excellence, including, but not limited to:

   i. providing for a substantially enhanced, high-quality **public space**;

   ii. iconic architectural design that emphasizes the station as a **gateway site**;

   iii. creating a sense of place through public art or other unique design elements;

   iv. incorporating sustainable building and site design elements; or,

   v. providing **non-market housing**.

n. Long blank walls facing a street or a public sidewalk are discouraged. Where long blank walls are provided, the visual impact should be mitigated through design measures, such as murals, landscaping, artistic screening and/or façade articulation.

2.5.2.1 Barlow/Max Bell Transit Station Area

The Barlow/Max Bell LRT station is located in the median along Memorial Drive E, west of Barlow Trail SE and north of Max Bell Centre. This station, located along the blue line is envisioned to continue to serve as an access point to the Max Bell Centre, which functions as a community hub for hockey and various sporting events, along with serving as a venue for festivals and cultural events.

Policy

a. Explore opportunities to support **non-market housing** or mixed-use development.

b. Commercial uses in the **Core Zone** that complement the primary function of Max Bell Centre are supported.

c. Development in the **Core Zone** should explore opportunities for viewpoints looking toward downtown.

d. Where carports and weather protection canopies are provided, integrate photovoltaic (PV) technology.

e. Improve the mobility network connections between Barlow/Max Bell Transit Station, Max Bell Centre and to nearby communities and amenities.

f. Prior to the Barlow Trail SE reconfiguration through the Deerfoot Improvements project, explore the conversion of a portion of Barlow Trail into an integrated linear park. The park should enhance pedestrian and cycling connections between Max Bell Centre to adjacent communities and provide viewpoints towards downtown.

Figure 11: Barlow/Max Bell Transit Station Area

Legend

Barlow/Max Bell Core Zone

2.5.2.2 Franklin Transit Station Area

The Franklin LRT station is located in the median along Memorial Drive E, northwest of Radcliffe Drive SE, east of Barlow Trail SE and north of the Franklin Station south parking lot. This **transit station area** is envisioned to become walkable, with a range of mobility options connecting communities to nearby local amenities. Development around the station will be a mix of residential and commercial uses that support intensification and **pedestrian** activity.

Policy

a. Development in the **Core Zone** adjacent to the LRT station should provide **non-market housing** and **mixed-market housing**, where appropriate.

b. Development in the **Core Zone** adjacent to the LRT station should provide for a centrally located transit plaza that is a well integrated and high-quality **public space** that includes hard and soft landscaping, as well as seating areas and open space to provide opportunities for outdoor activity, recreation, connectivity and social interaction.

c. Development in the **transit station area** should provide a range of unit sizes and floor plans such as three-bedroom units and universally accessible units to accommodate residents in various stages of life.

d. Development in the **transit station area** should provide enhanced interfaces with the public park.

e. Building design should adapt to the natural topography of the surrounding area.

f. When redevelopment occurs on parcels containing places of worship, incorporating mixed-use development with places of worship is encouraged.

g. Development higher than six storeys should incorporate bird-friendly building designs.

h. Development in the **transit station area** should realize the **5A mobility network** enhancements and improve mobility connections to and from Franklin Station, as well as along Radcliffe Drive SE through design measures such as connecting missing links, enhanced cycling **infrastructure**, improved **pedestrian** crossings and soft and hard landscaping.

i. Future policies or development north of Memorial Drive E should provide connection, including pedestrian and wheeling linkages, to the East Calgary International Avenue Communities.

Figure 12: Franklin Transit Station Area

Legend

▮	Franklin Core Zone
▮	Franklin Transition Zone

2.5.2.3 26 Street SE & 33 Street SE Transit Station Area

The 26 Street SE and 33 Street SE **transit station areas** are located along the western portion of 17 Avenue SE and serve as gateways to the 17 Avenue SE Urban **Main Street**. The **transit station areas** feature **pedestrian**-friendly streetscapes, distinct building designs, active frontages with specialty shops and restaurants, a mixture of moderate to high-building scales and amenity spaces that function as community squares for events and activities.

Policy

a. Development should be designed to provide a **pedestrian**-friendly streetscape environment.

b. Development higher than six storeys should incorporate bird-friendly building designs.

c. Store frontages for individual use in the **Core Zone** fronting Urban **Main Street** should be limited to 30 metres maximum width. If a larger area is needed, the remainder of the commercial area should be located on the floors above the main level, in the basement or be located to the interior of the building.

d. Development in the **Core Zone** fronting Urban **Main Street** and between 26 Street SE and 33 Street SE should:

    i. provide iconic architectural design that emphasizes the area as a gateway to the community;

    ii. activate the commercial frontages to create a vibrant and safe **pedestrian** environment throughout the day and evening;

    iii. incorporate cultural spaces, community gathering spaces, or spaces for cultural activities and programming;

    iv. provide continuous weather protection;

    v. provide safe and direct **pedestrian** connections within the site and to nearby amenities and transit stops; and,

    vi. preserve existing street parking, parallel parking and service roads.

e. Development adjacent to Unity Park is encouraged to provide publicly-accessible private open space with **retail** displays and outdoor patio spaces that front the park to enhance the interaction between private and public areas.
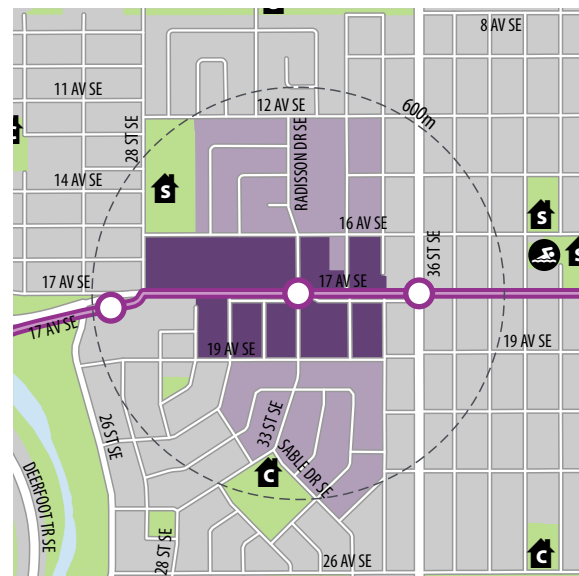
Figure 13: 26 Street SE Transit Station Area

Legend

- 26 Street SE Core Zone
- 26 Street SE Transition Zone

Figure 14: 33 Street SE Transit Station Area

Legend

- 33 Street SE Core Zone
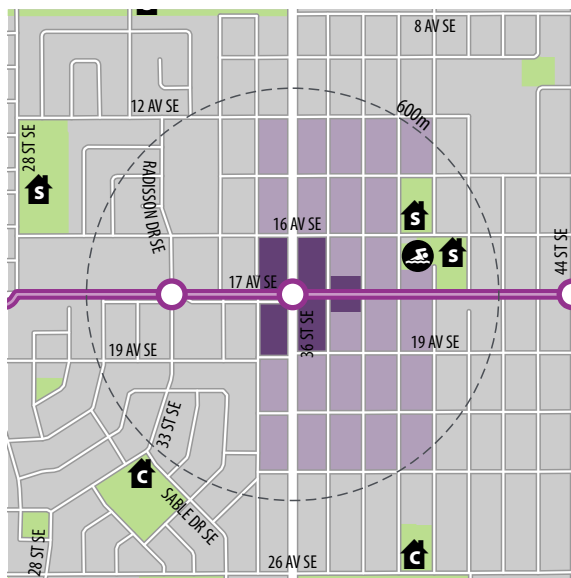- 33 Street SE Transition Zone

2.5.2.4 36 Street SE & 44 Street SE Transit Station Area

The 36 Street SE and 44 Street SE **transit station areas** are in the central portion of 17 Avenue SE and are intended to be vibrant **pedestrian-retail** hubs that feature continuous **street walls** with various small-format **retail** and restaurant uses. The **transit station areas** are envisioned to support mixed-use development with private and public gathering spaces that can promote social interaction.

Policy

a. Development in the **Core Zone** should:

   i. maintain a four to six storey continuous **street wall**;

   ii. provide continuous weather protection; and,

   iii. explore outdoor amenities that can promote social and cultural activities for people of all ages and abilities.

b. Where publicly-accessible private open space is provided, **retail** displays and outdoor patio spaces are encouraged to mix the interaction between private and publicly-accessible private spaces.

c. Adaptive reuse, conversion of existing development or integration of existing buildings into new development is supported.
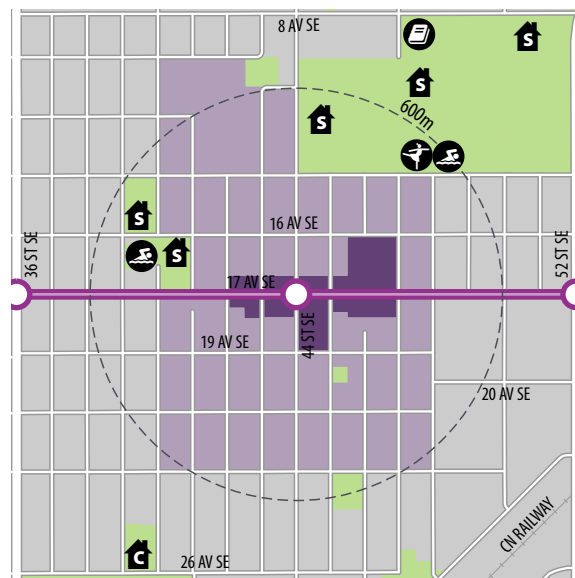
Figure 15: 36 Street SE Transit Station Area

Legend

- 36 Street SE Core Zone
- 36 Street SE Transition Zone

Figure 16: 44 Street SE Transit Station Area

Legend

- 44 Street SE Core Zone
- 44 Street SE Transition Zone

2.5.2.5 52 Street SE Transit Station Area

The 52 Street SE **transit station area** is in the eastern portion of 17 Avenue SE and represents a mixture of commercial, residential and light industrial uses. The **transit station area** is intended to provide efficient multi-modal connections to regional and local amenities and services along 52 Street SE and 17 Avenue SE. This area is envisioned to accommodate moderate mixed-use building scale development along 17 Avenue SE and support a variety of industrial uses adjacent to the freight railway corridor.

Policy

a. Development in the **Core Zone** should activate all corners of the 52 Street SE and 17 Avenue SE intersection.

b. Parking shall be located to the rear of the buildings, underground or away from the street with screening.

c. Development in the **Transition Zone**, south of 17 Avenue SE, should:

   i. explore opportunities for urban agriculture and other innovative light industrial uses;

   ii. articulate façades and varying setbacks to create outdoor amenity space; and,

   iii. incorporate building forms and features that will allow for flexibility and adaptability to the changing market.

Figure 17: 52 Street SE Transit Station Area

Legend

- 52 Street SE Core Zone
- 52 Street SE Transition Zone

2.5.2.6 61 Street SE & 70 Street SE Transit Station Areas

The 61 Street SE and 70 Street SE **transit station areas** are in the eastern portion of 17 Avenue SE. The **transit station areas** are envisioned to accommodate various housing types and continue to serve as an access point to Elliston Park and nearby communities.

Policy

a.   Development in the **transit station areas** is encouraged to provide **non-market housing** and **mixed-market housing**.

Figure 18: 61 Street SE Transit Station Area
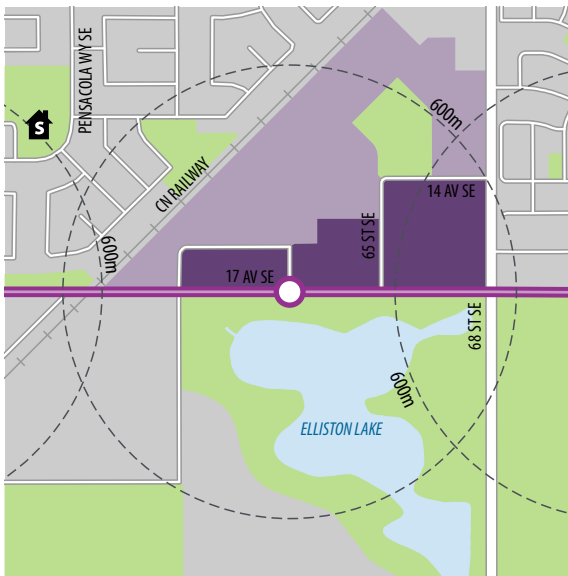
Legend

- 61 Street SE Core Zone
- 61 Street SE Transition Zone

Figure 19: 70 Street SE Transit Station Area

Legend

- 70 Street SE Core Zone
- 70 Street SE Transition Zone

# 2.5.3 Neighbourhood Activity Centres

Neighbourhood **Activity Centres** are small mixed-use areas with local catchment businesses that offer a broad range of community activities, amenities and services within neighbourhoods. These **Activity Centres** are walkable destinations for local communities and serve as gathering spaces for social interaction while providing opportunities for local jobs and supporting moderate intensification.

There are seven Neighbourhood **Activity Centers** in the Plan Area, which are conceptually identified on Map 2: Community Characteristics.

Policy

a. Development in Neighbourhood **Activity Centres** should include improvements to **public space** to create a safe and welcoming **pedestrian** environment. Design considerations should include:

   i. universally accessible sidewalks that exceed minimum standards and the provision of green stormwater **infrastructure**;

   ii. publicly-accessible amenity areas, public open space, street furniture, street lighting and/or support **infrastructure**;

   iii. public and private street trees to support an expanded canopy;

   iv. innovative weather protection along high volume **pedestrian** routes;

   v. two to four storey **street walls**;

   vi. consolidated driveways; and,

   vii. curb extensions and other traffic calming measures, where appropriate.
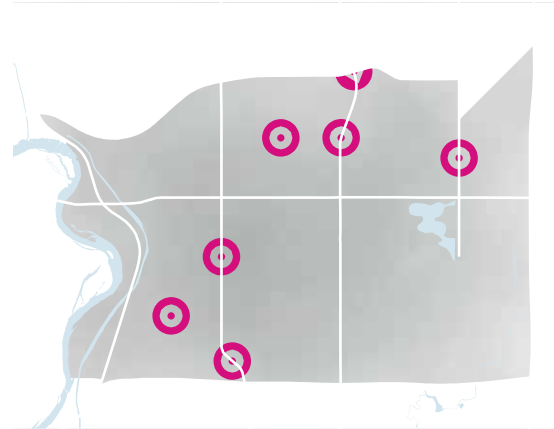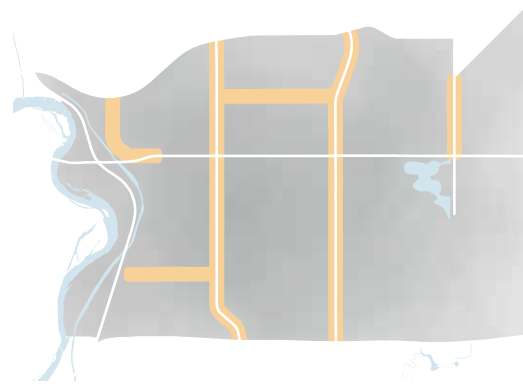
2.5.4 Community corridors

Community corridors are **pedestrian**-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including **Main Streets**, **Activity Centres** and **transit station areas**. The **community corridors** are identified on Map 2: Community Characteristics.

Policy

a. Development along **community corridors** should:

   i.   front buildings onto the street;

   ii. contribute to and improve mobility connections across the streets, to transit stops and into adjacent communities;

   iii. provide a comfortable **pedestrian** experience;

   iv. close existing driveways onto the street where access can be provided from a lane or side streets;

   v.   consolidate, limit and minimize driveway widths when required off **community corridors**;

   vi. provide a range of unit sizes and floor plans such as three-bedrooms units and universally accessible units to accommodate residents in different stages of life; and,

   vii. explore opportunities to provide various **built forms** and building scales.

b. Long blank walls facing a street or a public sidewalk are discouraged. Where long blank walls are provided, the visual impact should be mitigated through design measures such as murals, landscaping, artistic screening and/or façade articulation.

c. Commercial or industrial development that faces or backs onto primarily residential properties should ensure that the rear façade of commercial and mixed-use development uses material and design features similar to or better than the front façade of the buildings.

d. New loading and servicing areas should be located on less-active side streets, on lanes, or be internal to development sites and be designed to minimize impacts on streets and conflicts with **pedestrians** and cyclists.

2.5.4.1 Barlow Trail SE Community Corridor

The Barlow Trail SE **community corridor** provides vehicular access to the Max Bell Centre, Albert Park/Radisson Heights community and 17 Avenue SE. It is envisioned to become a multi-modal route that provides safe and direct connections between Max Bell Centre area and to nearby communities.

Policy

a. A mobility functional study should be conducted to determine the feasibility of a linear park space along Barlow Trail SE.

b. If feasible, a linear park space should be designed to consider:

   i.   multi-function uses for all age groups;

   ii. improved **pedestrian** connectivity to and from Max Bell Centre and surrounding open space to adjacent communities; and,

   iii. opportunities for viewpoints looking toward downtown.

2.5.4.2 36 Street SE Community Corridor

The 36 Street SE **community corridor** provides an important north-south multi-modal connection within the communities from Memorial Drive E to Peigan Trail SE. The street is envisioned to be **pedestrian**-oriented and support moderate growth with various residential building types, including opportunities for mixed-use development that allows for local catchment commercial uses. The **Land Use Bylaw** has identified a public realm setback between 8 Avenue SE and 26 Avenue SE to accommodate future street improvements.

Policy

a. Consolidation of parcels is encouraged for greater development potential and to provide for comprehensively planned development, especially between 8 Avenue SE and 26 Avenue SE where a public realm setback has been identified.

b. Underground parking that extends underneath a public lane may be considered, subject to confirmation it is technically feasible and the successful transfer of ownership for that portion of the lane to the applicant/developer. The City should retain an access easement over the land to keep the lane available for public use, where feasible.

2.5.4.3 52 Street SE Community Corridor

The 52 Street SE **community corridor** is one of several Primary Transit Network routes in the Plan Area. The street is envisioned to be serviced by BRT, providing a north-south connection for residential communities and industrial regions within and beyond the Plan Area.

Development south of 17 Avenue SE along 52 Street SE will continue primarily for industrial purposes due to landfill and waste management facility setbacks, with opportunities to provide innovative industrial uses. Development north of 17 Avenue SE along 52 Street SE will be a mixture of residential housing types, with commercial and community amenities at key locations.

Policy

a. Consolidation of parcels is encouraged for greater development potential and to provide for comprehensively planned development, especially on the west side of 52 Street SE between 14 Avenue SE and 16 Avenue SE, where a public realm setback has been identified.

b. When industrial development is located adjacent to existing residential development, the building and site design should incorporate measures to reduce potential negative effects, such as noise, vibration and visual impacts resulting from business operations.

c. Renewable energy generation, such as solar parks, is supported subject to technical feasibility for lands between 52 Street SE and the East Calgary Landfill.

2.5.4.4 68 Street SE Community Corridor

The 68 Street SE **community corridor** is an important roadway that connects the Plan Area to the northeast communities in Calgary. It also provides direct access to the East Calgary Landfill site south of 17 Avenue SE. The portion of 68 Street SE north of 17 Avenue SE is envisioned to transition into a **pedestrian**-oriented street with at-grade residential developments, with opportunities for an Elliston Park expansion at the southeast corner of 17 Avenue SE and 68 Street SE.

Policy

a. A mobility functional study should be conducted to provide recommendations for the classification and multi-modal road design of 68 Street SE.

b. Development that fronts onto 68 Street SE should use design strategies to reduce traffic noise and vibration from the road.

2.5.4.5 8 Avenue SE Community Corridor

The areas along 8 Avenue SE between 36 Street SE and 52 Street SE will provide access to the Neighbourhood **Activity Centre**, schools and various community amenities and services. The street is envisioned to become a multi-modal corridor that fosters universally accessible designs and co-located spaces, offering a welcoming environment for residents and visitors of all ages.

Policy

a. Development should be designed to support safe **pedestrian** and wheeling crossings across 8 Avenue SE.

b. Development is encouraged to co-locate services and amenities for people of all ages.

2.5.4.6 34 Avenue SE Community Corridor

The 34 Avenue SE **community corridor** provides safe and direct access to the escarpment and neighbouring communities. The street is envisioned as an inclusive neighbourhood street that features naturalized vegetation and multi-modal options and is accessible to all ages and abilities.

Policy

a. Development is encouraged to exceed tree requirements outlined in the **Land Use Bylaw** and to incorporate a range of plant species to promote biodiversity and support an expanded tree canopy along 34 Avenue SE.

b. Development should provide sight lines to 34 Avenue SE and avoid privacy fences or screening.

2.6 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 connects people to destinations and complements the **5A mobility network** identified in Appendix C: Mobility. These policies guide the review of planning applications for development that contributes to publicly-accessible amenities, **infrastructure** or facilities.

2.6.1 Pedestrian

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

Policy

a. **Pedestrian** routes should:

   i. be universally accessible and provided on both sides of any street;

   ii. be wide enough for the anticipated volume of **pedestrians** based on the street function and context and at minimum, allow **pedestrians** to pass one another both on foot and using accessibility aids;

   iii. provide continuous, unobstructed paths of travel that minimize conflicts with vehicular accesses;

   iv. be well-lit; and,

   v. be designed to accommodate year-round use and maintenance.

b. **Pedestrian** routes should be appropriately sized for the anticipated number of **pedestrians**. This includes, but is not limited to:

   i. increasing building setbacks from a property line shared with a street, where portions of a building below grade or in upper storeys may project into the additional building setback area; or,

   ii. increasing the width of **public 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 conflict with vehicles.

d. **Pedestrian** routes are encouraged to provide a buffer between the sidewalk and the road to enhance the comfort of all users, through strategies such as:

   i. providing street furniture;

   ii. landscaped boulevards;

   iii. cycling **infrastructure**; and,

   iv. on-street parking.

2.6.2 Cycling

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

Policy

a. Cycling **infrastructure** should:

   i. be wide enough for the anticipated volume of cyclists based on the street function and context;

   ii. provide continuous, unobstructed paths of travel that minimize conflicts with vehicular accesses;

   iii. be well lit;

   iv. be designed to accommodate year-round use; and,

   v. provide facilities to repair maintain and securely store bicycles, where feasible.

b. Opportunities to improve the safety and convenience of cycling **infrastructure** should be explored, such as:

   i. separated, raised or protected bike lanes and intersections; and,

   ii. bicycle-specific traffic signals.

c. Secure bicycle storage is encouraged in **transit station areas**.

d. Public bicycle parking facilities should be:

   i. incorporated into development and public **infrastructure** and covered to support year-round and all-weather cycling; and,

   ii. conveniently located, well-lit and prominent.

e. Extensions to the regional pathway network should connect to the broader cycling network to serve a recreation and mobility function, where possible.

2.6.3 Transit

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

Policy

a. Transit routes should be direct and convenient.

b. Transit stops and **infrastructure** should be integrated with **pedestrian** and cycling **infrastructure** in a safe and convenient manner.

c. Transit stops should provide high-quality transit **infrastructure** that enhances comfort, safety and predictability for transit users.

d. New transit station designs should consider opportunities to incorporate integrated civic facilities and plazas.

e. Development located adjacent to transit stops is encouraged to seamlessly integrate with these stops by providing on-site transit amenities or shelters.

2.6.4 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-family residential development that proposes no on-site parking or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met.

b. Parking requirements should be reduced or relaxed where development is located within one or more of the following:

   i. **Activity Centres**, Urban **Main Streets** or other areas of higher activity;

   ii. **transit station areas**; or,

   iii. **shared mobility operating areas**.

c. Parking requirements should be reduced or relaxed for the following types of development:

   i. development that retains a historic building or a resource that is on the **Inventory of Evaluated Historic Resources**;

   ii. development of **non-market housing**;

   iii. development of care facilities; and,

   iv. development that incorporates significant sustainable building measures.

d. Parking requirements may be reduced or relaxed where development:

   i. integrates **transportation demand management** measures; or,

   ii. aligns with the principles and goals of this Plan.

e. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.

f. The provision of vehicle parking **infrastructure** should not inhibit desired **built form** outcomes or the principles and goals of this Plan.

g. Development should provide **transportation demand management** measures to support the achievement of a desired **built form** outcome, including, but not limited to:

   i. bicycle parking stalls beyond required minimums;

   ii. bicycle lockers or high-quality designed bicycle storage facilities;

   iii. bicycle repair facilities;

   iv. dedicated vehicle parking stalls for car-sharing services; and,

   v. active transportation supportive amenities, such as showers and change facilities.

h. Surface parking should be discouraged. Where surface parking is provided, it should:

   i. be located behind or at the side of a building;

   ii. be accessed by a lane or lower order street;

   iii. include **pedestrian** routes and landscaped areas to minimize visual and environmental impact; and,

   iv. support adaptive reuse or temporary use of space, such as parking for food trucks.

i. Above-grade parking structures should:

   i. be integrated into the development to minimize their visual impacts on the street;

   ii. be accessed by a lane or lower order street;

   iii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,

   iv. consider designs that support future adaptive reuse through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.

j. Shared use of parking facilities between development should be encouraged to maximize the use of existing parking facilities.

2.6.5 Street Network

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

Policy

a. Streets in residential or commercial areas should be designed to be safe, accessible and inclusive of all mobility users by incorporating:

   i. **pedestrian** routes;

   ii. cycling **infrastructure**;

   iii. **infrastructure** that considers the efficiency of transit service along Primary Transit Network (PTN) corridors; and,

   iv. other improvements and upgrades, where identified in this Plan or other applicable City policy or strategy.

b. Corner cuts are encouraged to be provided where a lane intersects a street to improve safety and to accommodate vehicle turning movements.

c. New public or internal publicly accessible private streets are encouraged where connections are missing in a community.

d. Street furniture and publicly accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.

e. Streets in industrial areas should be designed to accommodate large vehicles, equipment and goods movement and connections to regional corridors.

3 Supporting Growth

3.1 Overview

The individual communities that make up the East Calgary International Avenue Communities share common amenities, services, parks, 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 East Calgary International Avenue Communities depend on interconnectedness, whether it is for commercial services along the Urban **Main Street** 17 Avenue SE, also known as International Avenue, or civic amenities like the Forest Lawn Library, or the network of pathways surrounding and weaving through the communities.

This chapter sets out the goals and objectives for current and future amenities and **infrastructure** related to the vision identified in Chapter 1: Visualizing Growth. This chapter identifies local area plan specific objectives and implementation options for supporting growth. Section 3.2 of this Plan identifies high-level goals that align with key planning direction provided within the **Municipal Development Plan (MDP)** and includes locally specific objectives that support the Plan's vision. The goals and objectives are long term, connected to the Plan's lifetime and represent the future of the area. They apply community wide, as they are not site specific, provide benefits to more than one resident 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, optimization of City-owned land and climate resilient communities. This chapter also provides high-level strategic direction to inform investment decisions. Further detailed analysis and study for each option may 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 ones identified in Appendix A are non-statutory.

Appendix A includes a list of additional implementation options that participants 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 East Calgary International Avenue Communities through growth and change, the suggested implementation 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 and 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;
- the roles of different city builders in supporting the delivery of **infrastructure** and amenities;
- how the growth in this local area compares with city-wide growth and investment needs;
- alignment with City goals for creating carbon **net-zero** and climate resilient communities;
- 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

This Plan identifies five goals aligned with the Plan's core values that are intended to frame and provide guidance for investment to support the Plan's vision. The foundation for the East Calgary International Avenue Communities Local Area Plan stems from the five core values: Housing Options, Mobility Choices, Parks, Open spaces, Recreation and Community Facilities, Climate Resilience, Culture, Arts and Business.

3.2.1 Diverse, Accessible and Quality Housing

Providing quality housing development that is diverse, accessible and affordable is a key consideration of the East Calgary International Avenue Communities. Expanding housing diversity would provide opportunities for people of all income levels, ages and cultural backgrounds to live in the community, support local businesses and access services.

Objectives

The following objectives are intended to guide decisions for supporting growth and promoting inclusive and diverse housing choices in the Plan Area:

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

Implementation Options

The following actions to achieve the supporting growth objectives were identified.

Housing For All

Access to safe and stable housing is important for the overall health, prosperity and safety of our city. Housing for all income levels, ages and cultural backgrounds promotes different housing types that include **non-market housing** and **mixed-market housing** options.

a. To improve access to quality housing for all income levels, ages and cultural backgrounds, consider the following:

   i. encouraging and incentivizing the building of **non-market housing** and **mixed-market housing** within all new development;

   ii. strategic partnerships with private and public organizations to address unmet housing needs;

   iii. leverage City land to contribute to **non-market housing** and **mixed-market housing** development;

   iv. the intensification, rehabilitation and retention of existing **non-market housing** and **mixed-market housing** development, ensuring no net loss of units;

   v. the inclusion of **non-market housing** and **mixed-market housing** units in new residential and mixed-use development;

   vi. support a variety of homes, including semi-detached, rowhouses and townhouses and multi-residential homes to meet different preferences and needs;

   vii. diverse housing options, such as, backyard suites and secondary suites, including aging-in-place options (universally accessible housing types);

   viii. strategic partnerships with private and public organizations, including opportunities to build Indigenous housing from a local perspective involving local Indigenous governments, Indigenous community leaders and Indigenous focused housing organizations and service providers, to address unmet housing needs;

   ix. incentives to encourage the provision of three-bedroom units in multi-residential development; and,

   x. prioritize **non-market housing** and **mixed-market housing** development in areas that are well served by the Primary Transit Network, especially around Franklin LRT station and the 17 Avenue SE BRT line and adjacent to other amenities that can meet daily needs.

3.2.2 Safe, Efficient and Well-Connected Mobility Options

In the Plan Area, ensuring connections are efficient, safe and accessible is important for the mobility options available. A range of mobility options supporting walking, cycling and transit use is a community priority. The **Calgary Transportation Plan (CTP)** contains policies supporting the **5A mobility network**, a city-wide mobility network consisting of off-street pathways and on-street bikeways. The **5A mobility network** continues to be built throughout the Plan Area.

Objectives

The following objectives are intended to guide decisions to enhance mobility connectivity throughout the Plan Area:

- Prioritize **pedestrian** and cycling connections and complete missing links to amenities and points of interest across the Plan Area, such as **transit station areas**, **Main Streets**, community association sites, schools, parks and natural areas.

- Improve and expand upon the **pedestrian** and cycling **infrastructure** network, including the **5A mobility network**, to support active modes of travel.

- Enable and support improved transit service, including on Primary Transit Network corridors, throughout the Plan Area.

- Enhance transit usability by meeting the needs of the area for bus routes, equipping bus shelters with upgraded **infrastructure** and adding other features that can improve the user experience.
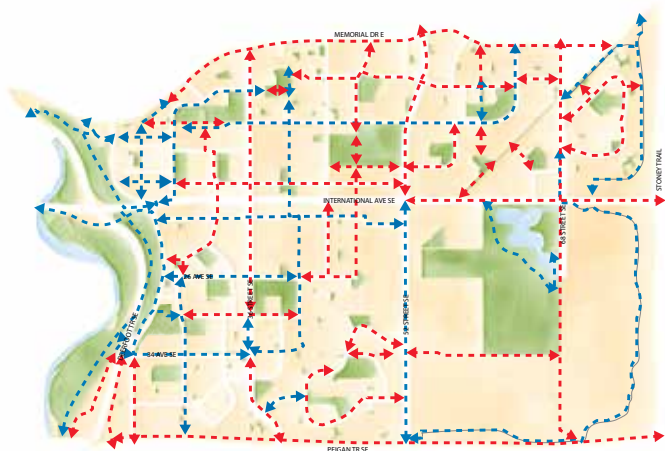
Implementation Options

a. To achieve the mobility options core value, consider the following:

  i. traffic calming measures, especially near school sites along Radcliffe Drive SE and Penbrooke Drive SE, to support safe and comfortable **pedestrian** and cycling activity;

  ii. curb extensions adjacent to all new development where on-street parking is allowed;

  iii. construction of missing sidewalk and pathway connections and curb ramps throughout the Plan Area;

  iv. continuing the build out of the **5A mobility network** with a focus on key connections that improve access to transit stations and bus stops;

  v. ensuring transit service is efficient, safe and accessible in all seasons for all age groups and abilities;

  vi. safe and well-connected sidewalks and pathways to the 17 Avenue SE Urban **Main Street**, Blue Line LRT and Max Purple BRT **transit station areas**, neighbourhood **Activity Centres** and **community corridors** such as 36 Street SE and 52 Street SE; and,

  vii. improving the safety and condition of the Franklin LRT station.

Mobility Studies and Policy Updates

Mobility functional studies should be conducted by The City for how Calgarians move throughout the Plan Area so that mobility can be further enhanced in the East Calgary International Avenue Communities.

b. The following should be considered in mobility studies and policy updates:

   i. identifing the role, function and standards for each **community corridor** within the Plan Area;

   ii. a review of public realm setbacks on all **community corridors**; and,

   iii. a review and optimization of existing **infrastructure** to accommodate an integrated and multi-modal transportation network throughout the Plan Area.

Barlow Trail SE

Barlow Trail SE is an important link connecting Memorial Drive E and 17 Avenue SE in the Plan Area. Barlow Trail SE provides access to Max Bell Centre, a major amenity for the area and the city. Connectivity from Albert Park/Radisson Heights to Max Bell Centre, is limited so enhancing Barlow Trail SE through the development of a linear park would allow residents and visitors to access additional open spaces within the community and around Max Bell Centre. A Deerfoot Trail study completed by The City of Calgary and Alberta Transportation includes recommendations for the widening of Barlow Trail SE. Further analysis between The City and Alberta Transportation is recommended to consider a linear park for the community through a Barlow Trail SE Master Plan.

c. Improvements to Barlow Trail SE should consider the following:

   i. safe and direct **pedestrian** and cycling connections to Barlow/Max Bell LRT station, 17 Avenue SE BRT stations, Albert Park/Radisson Heights community and Max Bell Centre;

   ii. a multi-use pathway parallel to and on the west side of Barlow Trail SE between the Memorial Drive E and Barlow Trail SE intersection and the 17 Avenue SE and 26 Street SE intersection;

   iii. a **5A mobility network** on 24 Street SE between 9 Avenue SE and 15 Avenue SE;

   iv. evaluation of Transit's Park and Ride operations at Barlow/Max Bell transit station for further enhancements;

   v. including plants and vegetation that are resistant to drought or dry conditions in gardens, parks and greenspaces;

   vi. more seating, look-out points, wayfinding and pathways;

   vii. the feasibility of active modes connection across the Bow River; and,

   viii. ways to enhance this portion of the escarpment ridge by integrating the ridge with the community and re-imagining the area as a linear park.

68 Street SE

The **community corridor** of 68 Street SE is an important regional north-south corridor. The street requires further study of the classification, cross-sections and surrounding land uses. A study can provide a comprehensive review and recommendations that balance all modes of transportation with other City policies and best practices as described throughout the Plan.

d. The 68 Street SE improvements should consider the following:

    i. incorporating the **5A mobility network** with continuous and protected **cycling infrastructure**;

    ii. extending the multi-use pathway between Elliston Park and Peigan Trail SE;

    iii. the importance of 68 Street SE as a regional north-south corridor;

    iv. a review of the existing road classification to change the design of the road to balance all modes of transportation with the surrounding neighbourhoods;

    v. the feasibility of removing noise walls; and,

    vi. noise attenuation strategies in lieu of noise walls such as trees, vegetation, median landscaping, specific roadway designs and lower traffic speeds.

Memorial Drive E

An extension of Memorial Drive E will provide an important link from the existing communities of Abbeydale and Applewood Park to the city limits at 116 Street E, which is at the boundary with the city of Chestermere. The roadway extension is part of The City's plan to establish better connectivity between communities and businesses on both sides of Stoney Trail SE.

e. Street improvements to Memorial Drive E should consider the following:

    i. an extension of Memorial Drive E that would connect the communities west and east of Stoney Trail SE;

    ii. active modes connectivity for those walking and wheeling along the length of Memorial Drive E through the Plan Area, as per the **5A network map**. This would include connections across Stoney Trail, to the Rotary Mattamy Greenway and the Franklin LRT station; and,

    iii. enhanced transit service for increased mobility options along Memorial Drive E.

8 Avenue SE / Penbrooke Drive SE

As part of The City's Pathway and Bikeway Network, 8 Avenue SE and Penbrooke Drive SE are envisioned to extend the existing 8 Avenue SE on-street bicycle lanes in Forest Heights to the communities of Penbrooke Meadows and Marlborough Park.

f. Street improvements on 8 Avenue SE and Penbrooke Drive SE should consider the following:

    i. continuous and enhanced cycling facilities throughout, including a re-design of the existing on-street bicycle lanes on 8 Avenue SE with **infrastructure** that meets **5A mobility network** principles;

    ii. safety and traffic calming measures such as curb extensions that focus on slowing vehicle speeds and improving the **pedestrian** network;

    iii. enhanced quality of bus stops along the street; and,

    iv. public trees in the boulevard, where feasible.

36 Street SE

The roadway of 36 Street SE connects several communities within the Plan Area, including Albert Park/Radisson Heights, Forest Heights, Forest Lawn, Southview and Dover. Enhancing the **pedestrian** and cycling conditions along this street will improve connections to local destinations and will better integrate with existing and future transit **infrastructure**.

g. Street improvements to 36 Street SE should consider the following:

    i. continuous and protected cycling **infrastructure**;

    ii. traffic calming measures, such as curb extensions, that focus on slowing vehicle speeds, reducing **pedestrian** crossing distances and improving visibility for all users;

    iii. high-quality integration with transit i**nfrastructure** that enhances comfort, safety and accessibility for transit users; and

    iv. public trees in the boulevard, where feasible.

17 Avenue SE

Construction of the 17 Avenue SE Urban **Main Street**, including Max Purple BRT service, was completed at 52 Street SE. Further expansion of the Max Purple BRT line is identified for the Primary Transit Network. Extending the existing MAX Purple transit line improves travel time and travel efficiency by providing enhanced bus rapid transit service.

h. Improvements to the 17 Avenue SE BRT line should consider the following:

    i. extending the transit line eastward from its current endpoint at 52 Street SE to the east city boundary;

    ii. extending the transit line westward from its current endpoint at 9 Avenue SE to downtown and tie-in with the Green Line LRT;

    iii. improving transit **infrastructure** along the 17 Avenue SE BRT line to enhance comfort, safety and accessibility for transit users;

    iv. opportunities for placemaking, public art, community notice boards, cultural expression, wayfinding and enhanced landscaping near transit stops;

    v. amenities such as shelters, benches, waste bins and bicycle parking should be present at all **transit station areas**;

    vi. integrated transit stops with adjacent development through innovative site designs; and,

    vii. the feasibility of grade separating the freight rail corridor crossing at 17 Avenue SE to improve safety for all users and reduce travel delays.

52 Street SE

Transit service on 52 Street SE connects communities from Saddletowne in the north to the southeast industrial area and Seton in the south. Enhancing this service with an in-street north to south crosstown BRT line will further connect new and established residential communities.

i. Street improvements to 52 Street SE should consider the following:

    i. preliminary and detailed designs to bring the entire corridor to BRT line status;

    ii. improve transit **infrastructure** along 52 Street SE that enhances comfort, safety and accessibility for transit users;

    iii. opportunities for placemaking, public art, community notice boards, cultural expression, wayfinding and enhanced landscaping near transit stops;

    iv. amenities such as shelters, benches, waste bins and bike parking should be present at all transit stops;

    v. a continuous and protected cycling facility as recommended in the **5A mobility network** map;

    vi. enhanced **pedestrian infrastructure** throughout the corridor by completing missing links, widening sidewalks to best practice standards, separating sidewalks from 52 Street SE via landscaped boulevards and ensuring direct connections are made to bus stops and surrounding development; and,

    vii. integrated transit stops with adjacent development through innovative site designs.

34 Avenue SE

The corridor of 34 Avenue SE runs east-west through the Dover community and is envisioned to provide an enhanced cycling facility as per The City's Pathway and Bikeway Network. This street connects to Gosling Way which crosses the Bow River to provide access to amenities such as the Southview off-leash dog park, the river pathway and the private Inglewood Golf and Curling Club. The goals for the corridor are to improve safety and provide alternative active modes of mobility choices with **infrastructure** that is accessible to people of all ages and abilities.

j. Street improvements to 34 Avenue SE should consider the following:

    i. upgrading temporary and interim materials and road configuration of 34 Avenue SE to its permanent state;

    ii. new boulevard spaces to replace the excess asphalt from former vehicle travel lanes and upgrading substandard sidewalk widths to meet current standards;

    iii. additional traffic calming measures such as curb extensions that focus on slowing vehicle speeds, reducing **pedestrian** crossing distances and improving visibility for all users;

    iv. connections to destinations outside of the community, including the Bow River pathway and the neighbouring communities of Southview, Erin Woods and Forest Lawn; and,

    v. naturalized vegetation in medians and boulevards with enhanced landscaping and trees, where feasible.

Peigan Trail SE

Peigan Trail SE is an important east-west component of the skeletal roadway system that borders the south part of the Plan Area and provides regional connectivity for motor vehicles. Peigan Trail SE is a goods movement corridor that transports large vehicles and freight trucks through some of Calgary's industrial parks.

k. Street improvements to Peigan Trail SE should consider the following:

    i. widening road widths from an existing two-lane street to include four lanes temporarily, with potential long-term expansion to six lanes for increased capacity;

    ii. continuous east-west pathway connections along the entire corridor as identified in The City's **5A mobility network** map; and,

    iii. in the spirit of advancing Truth and Reconciliation, the renaming of Peigan Trail SE should be explored through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers.

Freight Rail Corridor Crossings

Active modes connectivity across the freight rail corridor continues to be a barrier to residents and visitors of the Plan Area. Administration should work with Canadian National Railway to identify locations where safe and convenient crossings can be implemented.

l. Improvements to freight rail corridor crossings should consider the following:

    i. safe, accessible and well-defined crossings to become an integral part of the **pedestrian** and cycling network;

    ii. the feasibility of a continuous pathway along the freight rail corridor alignment, as shown in the **5A mobility network** map; and,

    iii. above or below grade separations of the freight rail corridor crossings at 17 Avenue SE, 52 Street SE and 68 Street SE.

3.2.3 Parks, Open Spaces and Community Facilities

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

Objectives

The following objectives are intended to guide decisions to enhance parks, open spaces and community facilities:

- Improve the functionality of existing parks and open spaces so that these spaces can do more for more people.
- Improve the ecological functionality of existing parks and open spaces within the ecological network.
- Invest in and upgrade recreational and community facilities to provide improved services.
- Protect, maintain, enhance and expand the existing open space system and tree canopy.
- Explore opportunities for new parks and open space throughout the Plan Area.

Implementation Options

a. To achieve the parks, open spaces and community facilities core value, consider the following:

i. additional functionality within existing park spaces including but not limited to providing adequate space for unobstructed sport and recreation activities;

ii. protection and investment in accessible, inclusive and year-round programming in parks, open spaces, recreation and community facilities for people of all ages, cultural backgrounds and abilities;

iii. improvement of lighting and wayfinding within parks for active modes of transport as well as to allow for extended periods of activation;

iv. adding all-season recreational uses within parks such as outdoor winter festivals and upgrades to winter amenities such as ice-skating rinks, toboggan hills and warming huts;

v. enhancing diversity and inclusivity by providing opportunities for cultural expression in community facilities and in parks;

vi. opportunities for Indigenous placemaking, landscape designs and cultural spaces that establish places for cultural practice and learning on the land through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government;

vii. naturalizing parks with native vegetation;

viii. exploring opportunities for Indigenous medicinal gardens in parks;

ix. enhancing community facilities and activating outdoor spaces through the inclusion of **infrastructure,** such as lighting, access to electricity, drinking fountains and washrooms; and,

x. assisting and encouraging commercial activities in City parks by continuing to improve processes for interested businesses and citizens who can enhance the park user experience.

Elliston Park

Elliston Park is a beloved park and regional destination that attracts people across the city. It is located between 60 Street SE and 68 Street SE and south of 17 Avenue SE. It contains a 20-hectare stormwater retention pond, a walking trail for self-guided nature walks, an inclusive playground and an off-leash area for dogs. Elliston Park hosts many events and festivals and is the home of the first BirthPlace Forest, a tree-planting program dedicated to the number of babies that were born in Calgary in 2021.

b. Improvements to Elliston Park should consider the following:

  i. expanding the park east of 68 Street SE and including trails around the natural areas;

  ii. a **pedestrian** crossing across 68 Street SE to increase access and connections;

  iii. an active modes regional pathway on the north side of the park along 17 Avenue SE;

  iv. an active modes connection along 68 Street SE, south of 17 Avenue SE, for enhanced connectivity within the area;

  v. a dedicated area for more structured and unstructured sport and recreation opportunities; and,

  vi. enhancing the site to support festivals and events, including, but not limited to, upgrading electrical systems in the park.

Max Bell Centre

Max Bell Centre is an arena that is used for a multitude of activities, including hockey, a venue to host festivals and events and an indoor walking track. Max Bell Centre also provides a valuable venue for festivals that draw people from all over the province.

c. In addition to ongoing maintenance and renovations of Max Bell Centre, to further improve the site, consider the following:

  i. upgrading the parking lot with the addition of trees and naturalized vegetation to provide shade and cooling;

  ii. incorporating additional **retail** or commercial opportunities to further activate the area for local residents;

  iii. evaluating Transit's Park and Ride operations at Barlow/Max Bell LRT station for further enhancements;

  iv. adding outdoor seating areas, opportunities for formalized play and grassed open space; and,

  v. incorporating a linear park adjacent to Barlow Trail SE that will enhance access between the site and Albert Park/Radisson Heights.

d. To support the development of a disc golf course on and adjacent to the escarpment near Max Bell Centre, consider the following:

  i. sensitivity to the natural features of the area, including topography and vegetation and maintenance or increase of the function of the area as part of an ecological corridor;

  ii. sensitivity to the existing cultural elements in the area, including the medicine wheel and Journey to Freedom Park and;

  iii. improved user safety by attracting more users to the pathways, the Barlow/Max Bell LRT station and the open spaces in the area.

Escarpment/Ridge Park

The escarpment ridge runs along 26 Street SE between the Western Irrigation District Canal and the community of Southview and includes natural open space, an off-leash area for dogs and a few lookout points that offer views of the city's downtown skyline. The escarpment is a supporting corridor within Calgary's ecological network.

e. Improvements along the ridge should consider the following:

    i. enhancing existing **pedestrian** crossings from the residential areas to the ridge along 26 Street SE and additional crossings and curb extensions;

    ii. add more amenities and features such as benches, lookout points and areas for shade;

    iii. fencing around the off-leash dog area and providing enrichment opportunities for dogs with agility training equipment;

    iv. naturalizing the area with native vegetation;

    v. exploring opportunities for Indigenous medicinal gardens; and

    vi. enhancing the ecological corridor function of the escarpment through restoration and the removal of barriers.

3.2.4 Low Carbon and Climate Resilient Communities

The Plan Area is already and will continue to experience the impacts of climate change hazards, which are increasing in intensity and frequency. The suggested implementation options can contribute to reducing greenhouse gas emissions or reducing risk and improving adaptability to climate change. The City of Calgary is committed to achieving **net zero** greenhouse gas emissions by 2050. It is critical that the East Calgary International Avenue Communities are aware of and ready to identify, adapt and mitigate impacts to support the well-being of residents and the ecological health of the area.

Objectives

The following objectives are intended to guide decisions for reducing greenhouse gas emissions and improving community resiliency to climate-related hazards in the Plan Area:

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

Implementation Options

a. To support climate adaptation and mitigation in the Plan Area, consider the following:

   i. prioritizing sustainable mobility modes such as walking, cycling and transit to reduce greenhouse gas emissions;

   ii. enhancing **infrastructure** for all sustainable and active mobility modes, including wide sidewalks, priority design for bicycle parking and high-quality transit stops;

   iii. encouraging high intensity residential and mixed-use development in locations well-served by local amenities, transit and active mobility **infrastructure** to reduce greenhouse gas emissions;

   iv. encouraging the development of **net zero** emission buildings for public facilities;

   v. the adaptive re-use of existing buildings and **infrastructure** where viable;

   vi. exploring the feasibility of renewable energy generation and district energy systems, **low impact development**, green **infrastructure** and integrated water management in the Plan Area;

   vii. the naturalization of vegetation in boulevards and park spaces where feasible;

   viii. prioritizing the protection of existing trees from the impacts of development;

   ix. protection from severe winds using wind screens and strategically planted vegetation;

   x. reducing the risk of stormwater flooding through improved stormwater systems, greater permeability to prevent runoff and **low-impact development** features like bioswales and rain gardens;

   xi. ensuring all public plants are drought tolerant and climate appropriate; and,

   xii. reinstating the BirthPlace Forest tree program.

Urban Forest Tree Canopy

The urban forest provides green **infrastructure** and ecosystem functions including improving air quality, reducing stormwater runoff, providing shade and cooling, wildlife habitat and creating stress-reducing environments for residents. The East Calgary International Avenue Communities currently have 7.1% tree canopy coverage. The goal for this area is to increase the canopy to 8.1% by 2030, 9.1% by 2040 and 10.1% by 2050, through retention of the existing canopy and planting new trees. To ensure the canopy continues to thrive and grow, it is critical that The City, developers and residents contribute to consistent and continuing urban forest management.

b. To support a healthy tree canopy and increase tree canopy coverage, consider the following:

   i. enhancing streetscapes along 28 Street SE, 44 Street SE, 8 Avenue SE and Erin Woods Drive SE through additional boulevard trees;

   ii. raised median planters for trees along the centre of 52 Street SE within the length of the street that resides within the Plan Area;

   iii. protecting trees on public land wherever possible from development activities that may impact roots during construction and from unnecessary canopy pruning;

   iv. replacing trees that cannot be retained during redevelopment to avoid net loss in the tree canopy;

   v. additional tree plantings in public boulevards ensuring sustainable planting **infrastructure**, sufficient soil volume, adequate moisture and appropriate locations with sufficient setbacks to protect from salt sprays and underground utilities, particularly on arterial and commercial roads for large canopy growth in the long-term; and,

   vi. ongoing maintenance and life cycle of public trees.

Stormwater Retention and Mitigation

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

Where the primary function of the **public space** is not compromised, explore stormwater mitigation strategies on **public space** through improvements such as rain gardens, bioretention areas, underground storage, green roofs, increased landscaped areas and other permeable surfaces on existing impervious surfaces.

c. To support stormwater retention and mitigation improvements, consider the following:

   i. coordinating stormwater improvements with **pedestrian** safety, through landscaped curb extensions, midblock crossings and other similar improvements;

   ii. reductions in travel lane widths on streets to accommodate additional landscaped areas in boulevards;

   iii. elimination of slip lanes and other areas where excessive roadway space can be reduced and replaced with permeable surfaces;

   iv. the reduction of parking lanes to allow for landscaped areas;

   v. the closure of roads or portions of roads to provide additional open space and permeable surfaces; and,

   vi. semi-permeable materials, such as open joint bricks, grass-concrete pavers, gravel and stone aggregate and porous bricks, where applicable, such as pathways and plazas.

Zero Carbon Neighbourhoods

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

d. To enable the transition of the East Calgary International Avenue Communities toward zero carbon neighbourhoods consider the following:

    i. incorporating improved building envelope insulation and renewable power generation as public facilities are constructed or renovated;

    ii. future public investment in mobility **infrastructure** to support **public space** and street designs that encourage active, low carbon travel options, including walking and cycling;

    iii. the deployment of car sharing programs, low carbon and electric vehicles;

    iv. encourage future public investments to explore opportunities to assist owners of existing buildings with planning and funding major renovations and retrofits to improve overall energy usage and reach **net zero** emissions including:

        A. improved building envelope insulations;

        B. **net zero** technologies for building operations;

        C. bicycle and end-of-trip facilities;

        D. **solar canopies** on rooftops with new and existing at-grade parking areas;

        E. electric vehicle charging **infrastructure**; and,

    v. exploring opportunities to create a public subsidy program intended to assist households with preparing and responding to climate risks.

3.2.5 Vibrant and Diverse Culture, Arts and Business

In the Plan Area, businesses offer cultural diversity and a sense of belonging for the various community members who live in or visit the area. The businesses along 17 Avenue SE, also known as International Avenue, represent the various backgrounds in the community. The street also showcases several public art pieces, which can enhance a sense of place, add to the aesthetic of the area and provide wayfinding for those who are unfamiliar with the neighbourhood or for those who have difficulty getting around.

Objectives

The following objectives are intended to guide decisions that support vibrant and diverse culture, arts and business.

- Continue using local artists' work in the community.
- Create spaces where cultural expression is welcomed and represents the diverse and rich culture in the Plan Area.
- Support local businesses so that they continue to thrive, stay viable and provide social community connections.

Forest Lawn Multi-Service Centre

Implementation Options

a. To support businesses, arts and culture in the area, consider the following:

    i. multi-functional community cultural spaces that leverage City places and that can meet changing community cultural needs;

    ii. opportunities for transforming City-owned or funded facilities that are unused or underutilized into affordable and accessible cultural spaces;

    iii. opportunities for placemaking and naming of existing features within the Plan Area, including, but not limited to, streets, parks, open spaces and public facilities, that 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 as part of future upgrades;

    iv. prioritizing the creation of safe and universally accessible **public space** through wider sidewalks, safe **pedestrian** crossings, curb extensions, cycling connections, high-quality paving materials and public trees;

    v. building strong communities by supporting the development of social infrastructure and the use of Crime Prevention Through Environmental Design (CPTED) assessments so that residents, users and other community members feel safe living, working and recreating in the community;

    vi. seeking local artists to add interactive public art that reflects the cultures of the Plan Area;

    vii. flexibility in providing locally-focused commercial amenities along **community corridors** and commercial areas within neighbourhoods;

    viii. supporting a concentration of commercial amenities along International Avenue that will offer various restaurants and services catering to different cultural backgrounds; and,

    ix. enhancing the vibrancy and cultural diversity of International Avenue by encouraging various arts and culture initiatives, employment opportunities, businesses and services.

Forest Lawn Multi-Service Centre

Creating great communities by investing in and supporting vibrant **public spaces** is a key goal of the East Calgary International Avenue Communities Local Area Plan. The Plan Area contains many community facilities and recreational opportunities; however, residents desire to have a large recreational and multi-cultural centre closer to home to accommodate the evolving needs of the communities.

b. The Forest Lawn Multi-Service Centre should consist of the following:

    i. spaces that allow guests to express their culture through performance arts programs and other forms of artistic expression;

    ii. educational components that include outdoor learning and a public library;

    iii. recreational activities such as aquatics, both outdoor and indoor and fitness facilities, as well as spaces for both formal and informal classes;

    iv. playgrounds for kids of all ages and abilities, playfields for soccer, cricket and other sports, as well as indoor and outdoor courts for sports such as basketball, tennis and others;

    v. community gardens and spaces where people can gather and enjoy passive activities, such as gardening, or photography;

    vi. community and social support services that offer assistance with City and social programs, not-for-profit information and volunteer opportunities;

    vii. transit service counters and other services similar to the offerings available at the municipal building;

    viii. a large event space that can hold functions for people from all over the city including cultural events, festivals, holiday celebrations and other occasions; and

    ix. private complementary uses, including food and beverage services, day care and professional/medical services.

Building Strong Communities

Building a strong community can ensure that the East Calgary International Avenue Communities foster and maintain a cohesive community so that residents and visitors feel safe living, working and recreating in the area. Safety and security should be a consideration in the design of buildings, open spaces, walkways, or pathways, parking areas and all **public space**.

c. To build strong communities, The City should consider the following:

   i. a strong network of community services and facilities designed to meet the evolving needs of the community;

   ii. evaluation of the types and levels of community services and facilities through periodic reviews of existing and projected demographic profiles of area residents and inventories of area services and facilities;

   iii. strategies for providing new social infrastructure or improving existing community service facilities for areas that are inadequately serviced or experiencing major growth or change;

   iv. high-quality parks, **public spaces** and recreation facilities throughout the community to meet the needs of a growing and diverse community;

   v. continue the use of Crime Prevention Through Environmental Design (CPTED) assessments as part of the development permit application process;

   vi. a community safety committee comprised of representatives from Community Associations, area Business Revitalization Zone (Business Improvement Area), the Calgary Police Service, Animal and By-law Services, Emergency Medical Services and social service agencies to monitor safety and develop strategies to address emerging public safety concerns;

   vii. partnerships with Calgary Police and other City partners to provide an accessible street-level presence of enforcement officers in the community to address problems and concerns in a pro-active manner; and,

   viii. positively improve the community's perception of safety by addressing graffiti, unsightly properties, panhandling and other social disorder concerns.

Educational Facility

Investment in schools can yield important economic outcomes for both individuals and communities. In addition to strong, high-quality learning environments, some community schools offer adult learning, training and skill development opportunities both during and after regular school hours. An adult educational facility in East Calgary International Avenue Communities can also offer English as a second language classes for the demographic of the area.

d. The educational facility should consist of the following:

   i. a central location within the East Calgary International Avenue Communities along a frequent transit line;

   ii. affordable classes for adult learning, English as a second language, employment skills development and Canadian life skills for newcomers; and,

   iii. co-locate other services that can complement an educational facility such as tax filing, financial services, job fairs and career and employment services.

4 Implementation and Interpretation

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 East Calgary International Avenue Communities. The Plan has considered and is in alignment with the South Saskatchewan Regional Plan and the Regional Growth Plan. The Plan must be read in conjunction with the **Municipal Development Plan** (Volume 1) the **Calgary Transportation Plan** (Volume 3) and other City of Calgary policy and guiding documents, unless otherwise indicated.

4.2 Local Area Plan Interpretation

Map Interpretation

a. Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines, roads, or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the approving authority at the time of application, unless specified in section (e) below.

b. No measurements of distances or areas should be taken from the maps in this Plan.

c. All proposed urban form areas, additional policy guidance, building scale, road and utility alignments and classifications may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.

d. Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.

e. Where the Neighbourhood Connector urban form category, as indicated on Map 3: Urban Form, is shown within the Limited Scale area, as indicated on Map 4: Building Scale, the Neighbourhood Connector urban form category should be interpreted to extend for a distance of 41 metres (approximately two parcels) from the property line along the road identified as a Neighbourhood Connector, unless the boundary of the Neighbourhood Connector urban form category is clearly delineated by a lane.

f. Where the 'low-modified' building scale is shown on 19 Avenue SE, between 26 Street SE and 48 Street SE, as indicated on Map 4: Building Scale, the 'low-modified' building scale shall be interpreted to extend a distance of 48 metres from the property line shared with 19 Avenue SE, unless the boundary of the scale modifier is clearly delineated with a lane.

g. Where the 'low-modified' building scale is shown on 24 Street SE, between 9 Avenue SE and 11 Avenue SE, as indicated on Map 4: Building Scale, the 'low-modified' building scale shall be interpreted to extend a distance of 70 metres from the property line shared with 24 Street SE.

Policy interpretation

h. 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.

i. The Calgary Metropolitan Region Board's Growth Plan provides a policy framework for managing growth and implementing a long-term vision to accommodate the next million residents and about half a million jobs in the region. The Growth Plan provides strategies and policies for planning and managing future population and employment growth to help achieve vibrant inclusive communities while protecting and enjoying the environment. This Plan builds on and is in alignment with the policies of the Growth Plan. Placetypes are elements of the Growth Plan that describe generalized land use categories at a regional level. The Plan Area is predominantly the Infill and Redevelopment and Employment Area Placetypes as shown on Map B3: Growth Plan Placetype Alignment.

j. 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.

k. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with **Municipal Development Plan** and **Calgary Transportation Plan** policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.

l. 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.

m. 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.

n. 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

o. Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.

p. Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

Appendix Interpretation

q. 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

r. 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

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

4.3 Local Area Plan Implementation Monitoring, Review and Amendments

a. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the Plan found in Chapter 1, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a Public Hearing of Council shall be required.

b. The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the Plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act.

c. Where an amendment to the Plan is requested through a planning application, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the **Municipal Development Plan** and other relevant policy documents.

4.4 Glossary

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

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

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

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

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 – **pedestrian**-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including **Main Streets**, **Activity Centres** and **transit station areas**.

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

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

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

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

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

Gateway Sites – sites strategically located at key entrances 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**.

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

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

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

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

Mixed-Market Housing – 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 Resources Act, which includes a designation Bylaw passed by City Council.

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

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

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

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

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

Retail – commercial uses that include 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 are allowed to start or end a trip. Shared mobility services can include, but are not limited to, shared electric scooters, shared bikes and electric bikes, or shared car services.

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

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

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

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

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

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

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 space.

A Appendices

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

Summary of Investment Opportunities

Supporting Growth Core Values	Investment Opportunities (What We Heard)	Location(s)
Diverse, Accessible and Affordable Housing	Encourage diverse housing options, including housing with different **built forms** and sizes.	Varies
	Explore opportunities to incorporate housing types into civic projects.	Varies
	Incentivize the inclusion of **non-market housing** in any new development.	Varies
	Explore opportunities to construct **non-market housing** for seniors by encouraging aging-in-place options (i.e., fully accessible housing styles).	Varies
	Provide incentives for homeowners to improve/upkeep their houses.	Varies
Safe, Efficient and Well-Connected Mobility Options	Prioritize traffic calming around schools, recreation facilities, parks, community associations and along 26 Avenue SE, Penbrooke Drive SE and 8 Avenue SE. Curb extensions should be considered adjacent to all new developments where on-street parking is allowed.	Varies
	Explore the feasibility of allowing complementary uses, such as small **retail** businesses, within **transit station areas**.	Varies
	Improve the **public space** experience in industrial and commercial areas.	Varies

| Supporting Growth Core Values	Investment Opportunities (What We Heard)	Location(s)
Safe, Efficient and Well-Connected Mobility Options	Complete missing sidewalk links and explore sidewalk widening along key **pedestrian** corridors, especially along streets that connect to the Primary Transit Network.	Varies
	Enhance public spaces between LRT stations and major community destinations especially around the Franklin and Barlow/Max Bell LRT Stations.	Franklin and Barlow Trail/Max Bell LRT Stations
	Explore a Park and Ride lot adjacent to Elliston Park along 68 Street SE by 17 Avenue SE.	68 Street SE by 17 Avenue SE
	Construct additional bus shelters on the Primary Transit Network that provide services along 17 Avenue SE, 36 Street SE and 52 Street SE.	17 Avenue SE 36 Street SE 52 Street SE
	Add a pathway on the north side of 17 Avenue SE between 68 Street SE and Stoney Trail SE to connect to the existing sidewalk.	17 Avenue SE 68 Street SE
	Explore the feasibility of constructing an active modes bridge across Stoney Trail SE from Applewood Park to East Hills shopping area.	Applewood Park
	Explore opportunities to enhance 52 Street SE for **pedestrians** and cyclists.	52 Street SE
	Prioritize the development of a BRT route along 52 Street SE.	52 Street SE
	Improve the streetscape along 36 Street SE to improve **pedestrian** and cyclist safety.	36 Street SE
	Explore additional **pedestrian** crossings and enhance existing crossings along 26 Street SE to improve access to the escarpment.	26 Street SE
	Explore the potential to incorporate Forest Lawn's last mayor, Mayor Chris Akkerman, into naming of a site in the East Calgary International Communities.	Varies
	Explore the feasibility of constructing a pedestrian crossing across the freight rail corridor between the Penbrooke Meadows and Red Carpet communities.	Penbrooke Meadows and Red Carpet
	Consider installing an entrance feature along 17 Avenue SE at the entrances to the MAX Purple BRT route.	17 Avenue SE
	Investigate opportunities to enhance **pedestrian** crossing safety at the U-turn intersections along 17 Avenue SE.	17 Avenue SE
	Explore the feasibility of additional vehicular and pedestrian access to Max Bell Centre.	Max Bell Centre
	Develop a pedestrian and cycling pathway from Barlow/Max Bell LRT Station to 26 Street SE Max Purple BRT Station.	Barlow/Max Bell LRT Station

Supporting Growth Core Values	Investment Opportunities (What We Heard)	Location(s)
Inclusive Parks, Open Space and Community Facilities	Explore park amenity enhancements to support additional year-round gathering opportunities and enhanced lighting.	Varies
	Explore the feasibility of creating a linear park space along Barlow Trail SE.	Barlow Trail SE
	Explore opportunities for temporary activities or events on the vacant lands in the East Calgary International Communities.	Varies
	Explore opportunities to incorporate disc golf on the escarpment near the Max Bell Centre.	Albert Park / Radisson Heights
	Implement the multi-service recreational centre plan which includes aquatic and fitness facilities and includes a multi-cultural centre.	Forest Lawn
	Consider opportunities to enhance existing sports fields throughout the East Calgary International Communities.	Varies
	Explore opportunities for fenced dog parks and opportunities to enhance existing off-leash parks with dog agility equipment.	Varies
	Upgrade the Forest Lawn Community Association building to be universally accessible.	Forest Lawn
	Consider planting more trees in Southview Park and along the regional pathway in Applewood.	Dover and Applewood
	Explore opportunities to create new parks and open spaces in the naturalized area southeast of 17 Avenue SE and 68 Street SE.	09Q
	Explore opportunities to add more open space/parks in the area by expanding existing parks and/or transforming other city sites into parks.	Varies
	Add sidewalks on the north side of Elliston Park along 17 Avenue SE.	17 Avenue SE, Elliston Park
	Upgrade parks to provide additional functionality in areas with limited access to multi-functional park space.	Park at 23 Avenue SE and 46 Street SE; Parks at Dovercrest Road SE and Forest Green SE

Supporting Growth Core Values	Investment Opportunities (What We Heard)	Location(s)
Climate Resilience	Explore opportunities to add more open space/parks in the area by expanding existing parks and/or transforming other city sites into parks.	Varies
	Upgrade parks to provide additional functionality in areas with limited access to multi-functional park space.	Park at 23 Avenue SE and 46 Street SE; Parks at Dovercrest Road SE and Forest Green SE
Vibrant and Diverse Culture, Arts and Business	Enhance the **public spaces** in Neighbourhood **Activity Centres** through wider sidewalks, enhanced **pedestrian** crossings, gathering areas, open space, seating, plazas and way-finding and creating a welcoming and comfortable environment year round.	Varies
	Explore the implementation of the Community in Residence program (pilot) which is an opportunity for social practice that seeks to encourage increased participation and representation (people who identify as Black, Indigenous and People of Colour (BIPOC)) to connect with their communities to learn and share their stories of settlement and life in the community.	Varies
	Expand the existing Forest Lawn Library.	Forest Lawn
	Explore opportunities to incorporate art and cultural areas in **Activity Centres** and along 17 Avenue SE.	Varies
	Explore the incorporation of local artwork.	Varies
	Explore opportunities for creating a multi-cultural centre for culture, arts and entertainment for all ages and backgrounds.	Varies
	Explore opportunities to incorporate additional amenities on community association sites.	Varies
	Explore opportunities for seniors to gather and recreate indoors or outdoors year-round.	Varies

# Appendix B: Regional Corridors and Context Map

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

Map B1:
Regional Transmission Corridors and Context
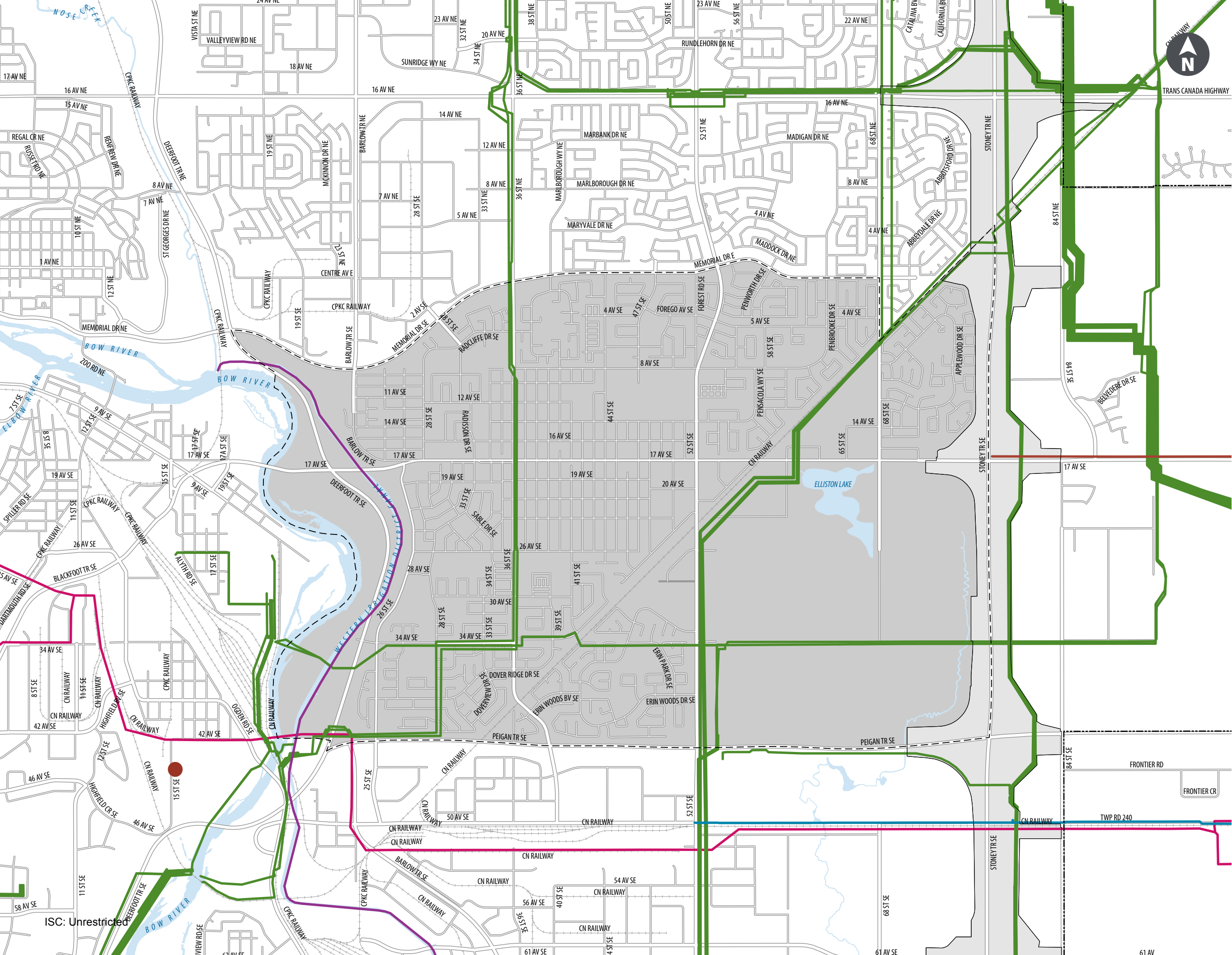
Legend

- **Public Wastewater Treatment Plant**
- **Intermunicipal Wastewater**
- **Intermunicipal Water**
- **Western Irrigation District System**
- **Pipeline**
- **Power Transmission**
- **Plan Area Boundary**
- **City Limits**
- **Transportation/Utility Corridor**

ISC: Unrestricted

Map B2:
Regional Transportation Corridors and Context

N
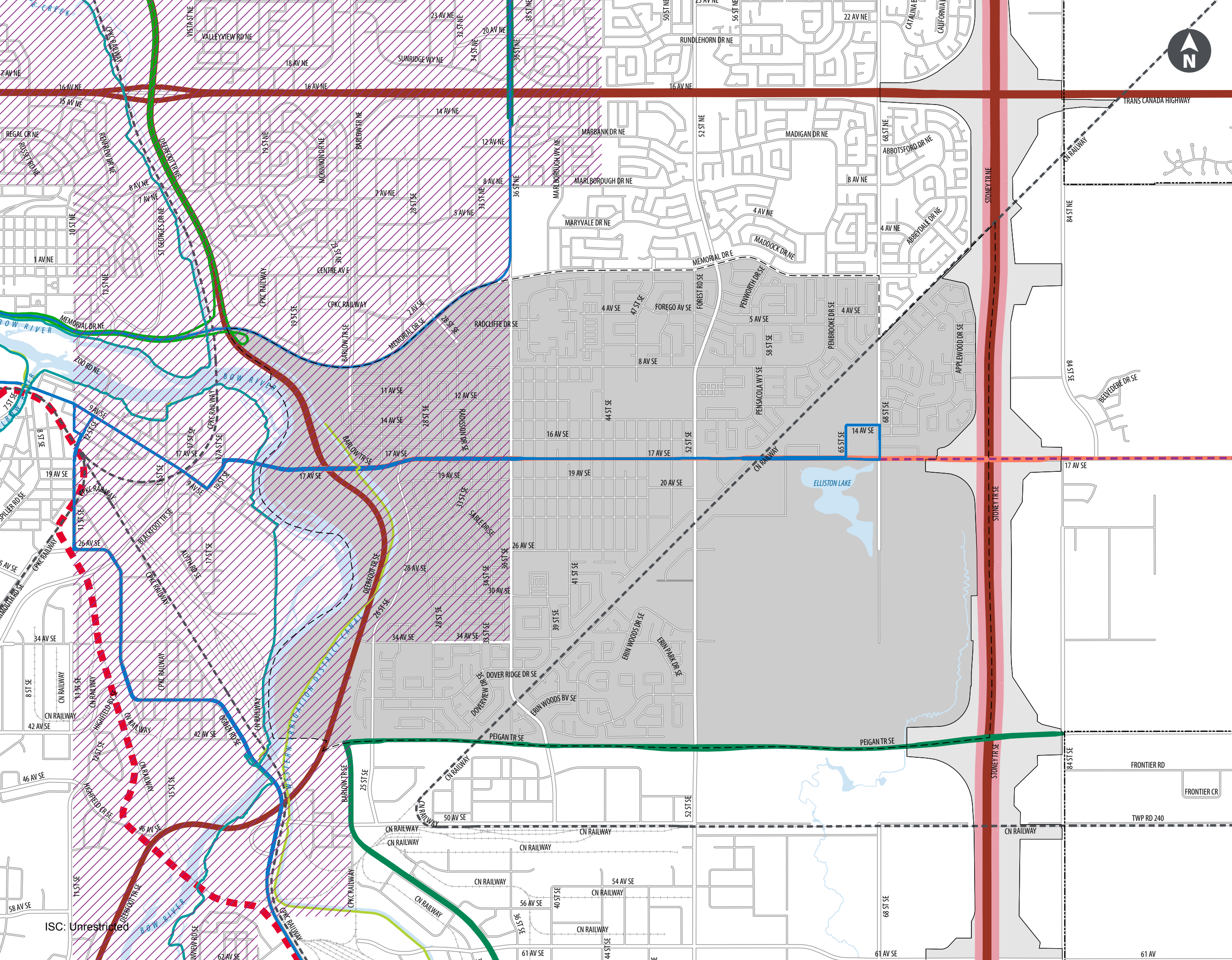
Legend

- Airport Vicinity Protection Area
- The Great Trail
- Regional Pathway
- Existing Higher Order Tansit
- Public Intermunicipal Transit Route
- Future Intermunicipal Transit
- Goods Movement
- Rail Transportation
- Level 1 Highway
- Level 2 Highway
- Planned Future Higher Order Transit
- CANAMEX
- Plan Area Boundary
- City Limits
- Transportation/ Utility Corridor

Map B3:
Growth Plan
Placetype
Alignment
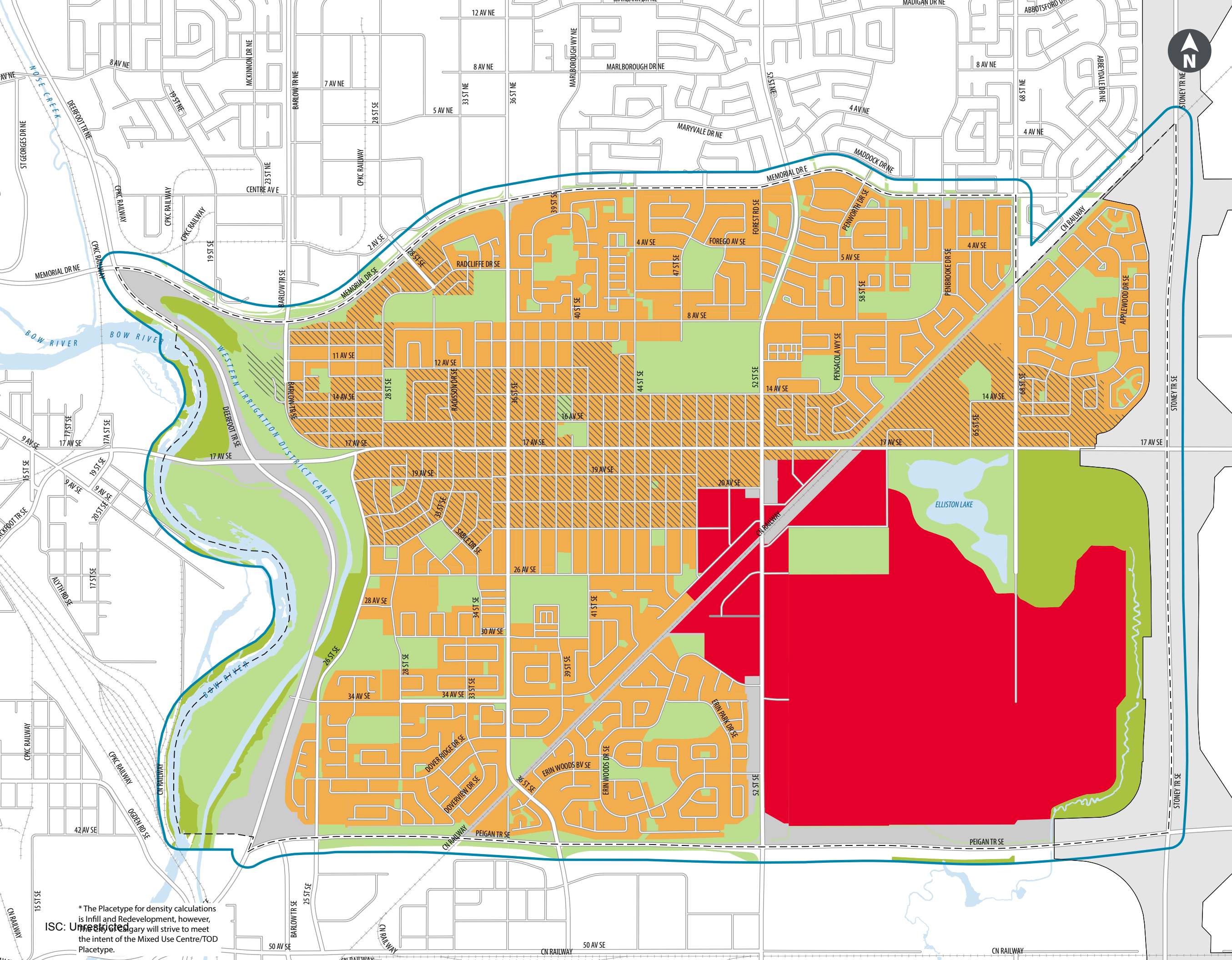
Legend

■ Employment Area

■ Infill and Redevelopment

■ Natural Areas

■ Parks and Open Space

///// Mixed Use Centre/
TOD Placetype Overlay *

▭ Plan Area 100 m Buffer

– – – Plan Area Boundary

▭ Transportation/
Utility Corridor

* The Placetype for density calculations
is Infill and Redevelopment, however,
the City of Calgary will strive to meet
the intent of the Mixed Use Centre/TOD
Placetype.

ISC: Unrestricted

Page 127 of 143

Appendix C: Mobility

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

Improvements to the mobility network will prioritize **pedestrians** and cyclists where possible, by providing accessible pathway and bikeway connections between the communities and to local and regional destinations. This includes supporting the Future Growth Concept with appropriate facilities in the public right-of-way. Improvements identified on Maps C1: **Pedestrian** Corridors and C2: Cycling Network will take time and will be phased as budget allows, subject to technical feasibility. This map is intended to compliment and inform the investment priorities identified in Section 3.2.2 Safe, Efficient and Well-Connected Mobility Options as well as future mobility improvements and investment.

The recommended **pedestrian** corridors depicted on Map C1: **Pedestrian** Corridors inform specific streets where an enhanced **pedestrian** 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. All other streets, without the recommended **pedestrian** corridor designation, will still provide standard residential sidewalks to create a complete walking network.

The recommended cycling network conceptually shown on Map C2: Cycling Network identifies corridors, not specific streets. The map is not intended to make any recommendation about the specific type of cycling connection that would be built, but rather the conceptual locations for those connections. The Future Growth Concept and existing right-of-way space will be used to refine the location of the specific cycling connection and help determine the type of facility/**infrastructure** to be built.
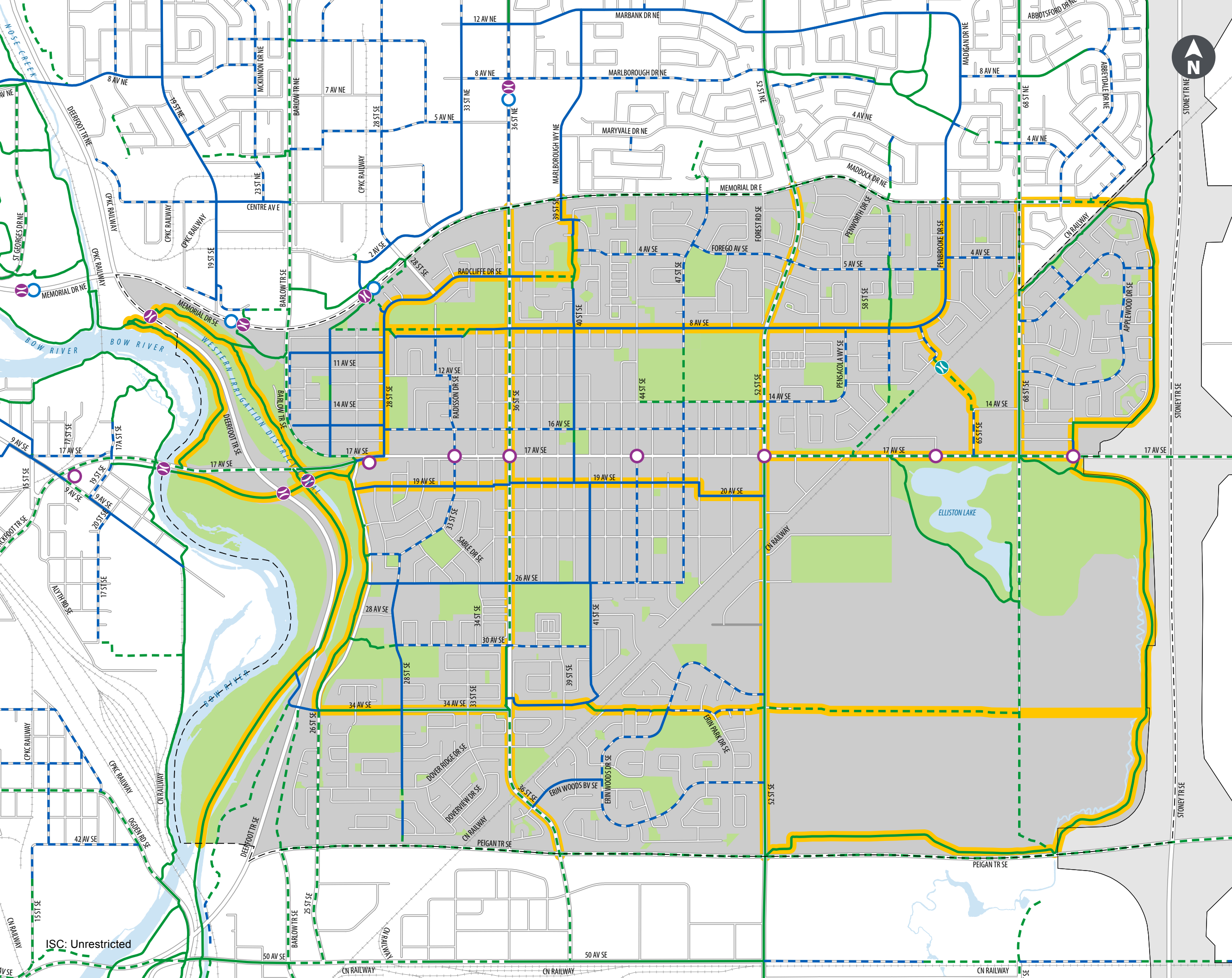
Map C1:
Pedestrian
Corridors
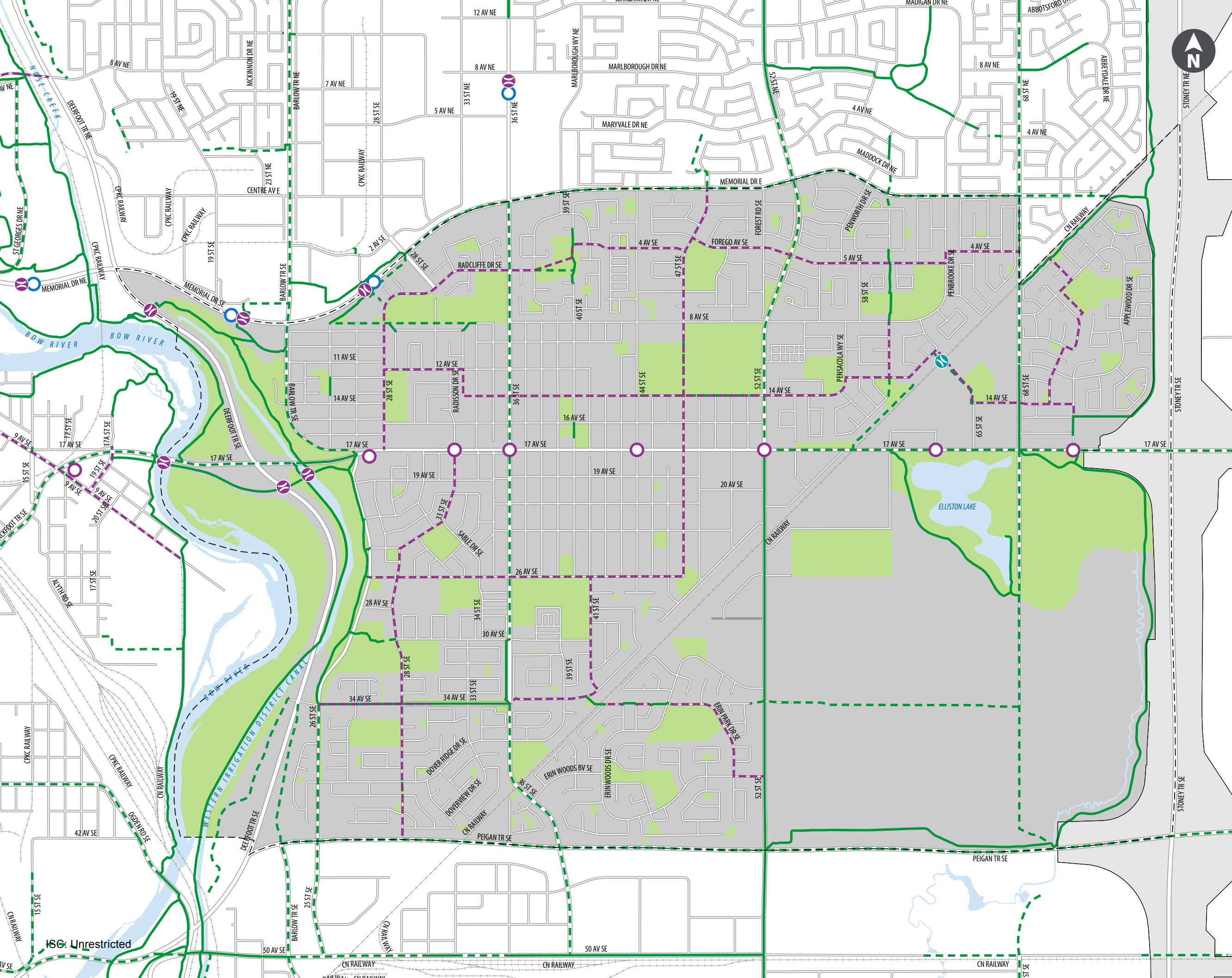
Legend

━━━ Existing Pathway

╌╌╌ Proposed Pathway

╌╌╌ Recommended Enhanced Pedestrian Corridor

Ⓧ Existing Pedestrian/ Cycle Crossing

Ⓧ Future Pedestrian/ Cycle Crossing

Parks, Civic and Recreation

Ⓞ LRT Blue Stop

Ⓞ MAX Purple Stop
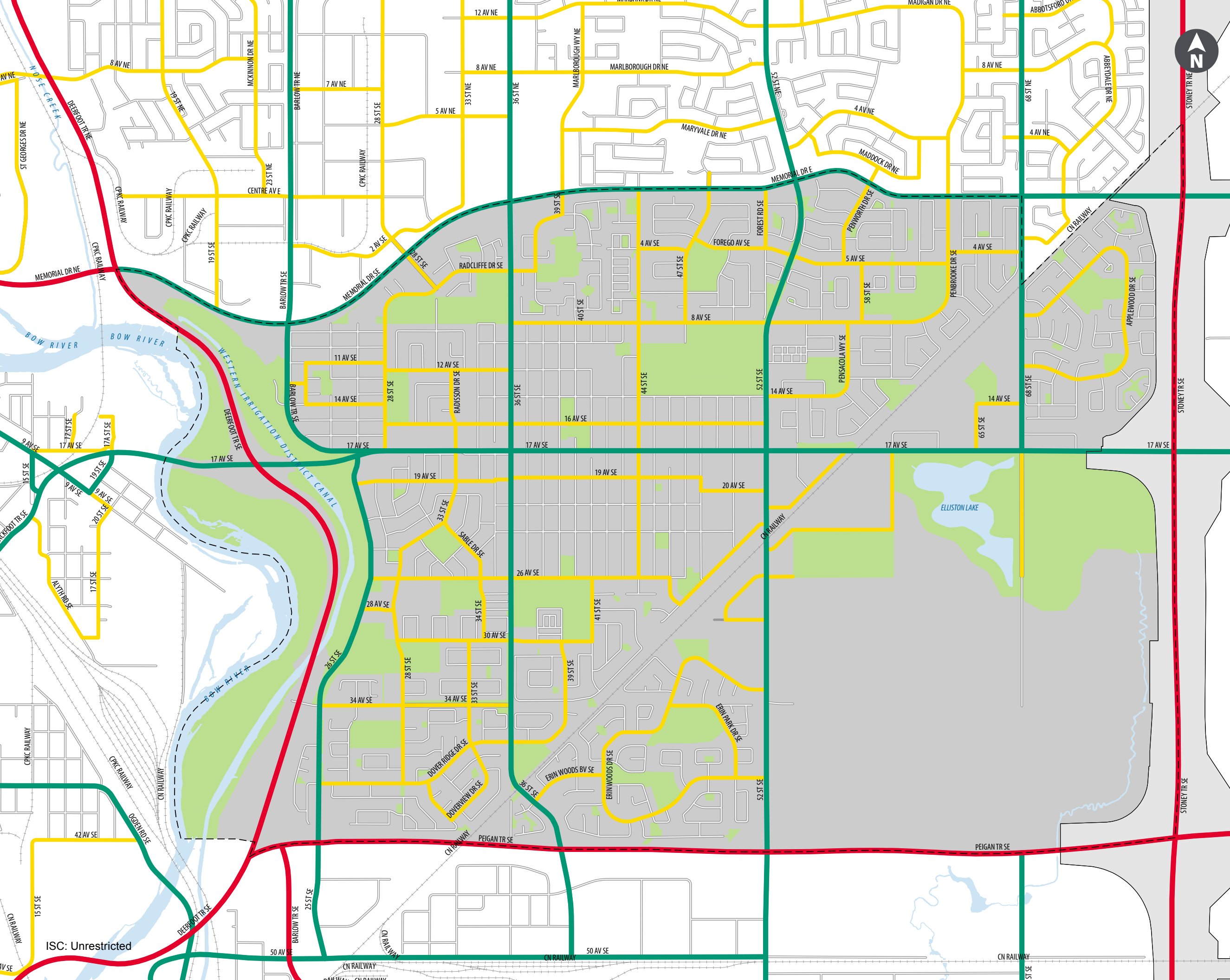
╌ ╌ Plan Area Boundary

Transportation/ Utility Corridor

Map C2:
Cycling Network

Legend

— Existing Pathway

- - - Proposed Pathway

— Existing On-Street Bikeway - 5A*

- - - Proposed On-Street Bikeway

◎ Existing Pedestrian/ Cycle Crossing

◎ Future Pedestrian/ Cycle Crossing

— Primary Cycling Network

◯ LRT Blue Stop

◯ MAX Purple Stop

Parks, Civic and Recreation

- - - Plan Area Boundary

Transportation/ Utility Corridor

ISC: Unrestricted

* May require upgrades to meet 5A standards

Map C3:
Road and Street Network

Legend

— Expressway
— Arterial
— Collector
— Local
Parks, Civic and Recreation
- - - Plan Area Boundary
Transportation/ Utility Corridor

ISC: Unrestricted

Map C4:
Goods Network
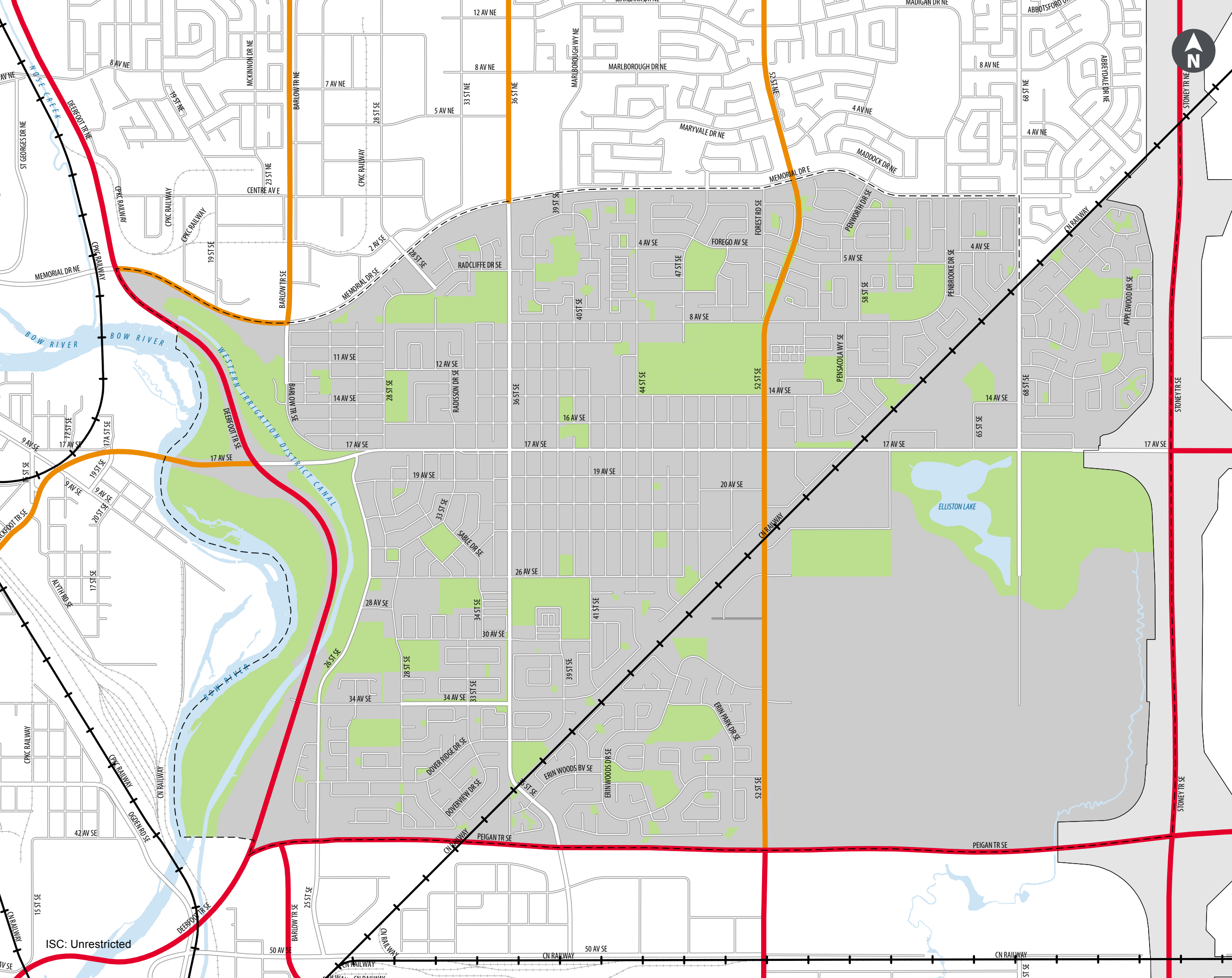
Legend

— Main Goods
Movement Corridor

— Supporting Goods
Movement Corridor

—+— Freight Rail Corridor

Parks, Civic
and Recreation

--- Plan Area Boundary

Transportation/
Utility Corridor

ISC: Unrestricted

Map C5:
Transit Network
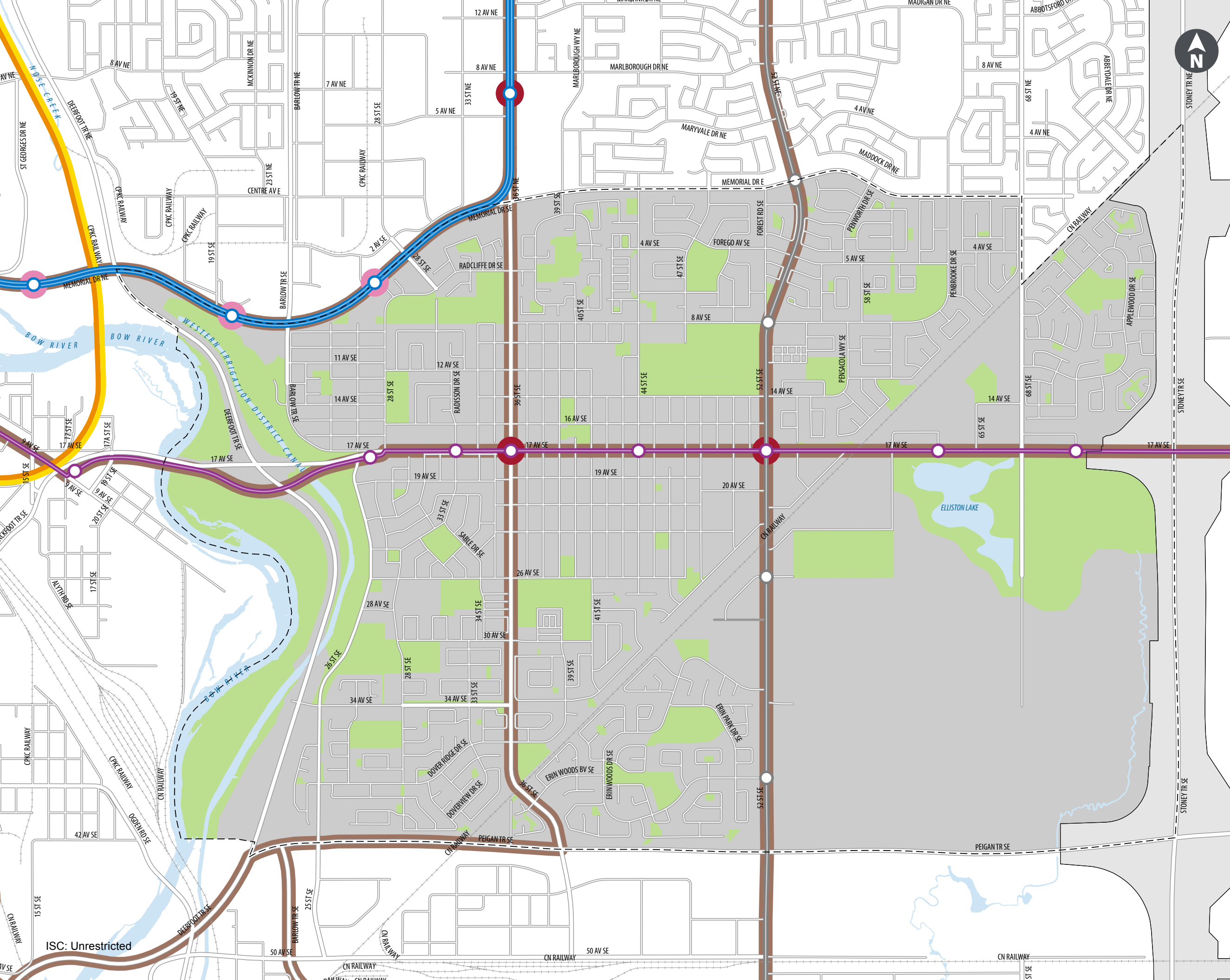
Legend

- ⬤ Primary Transit Network
- ⬤ Regional Commuter Rail Future
- ⬤ High Speed Rail Corridor Calgary-Edmonton
- 🔴 Primary Transit Hub
- 🟣 Transit Centres
- ⊙ Future Rapid Transit
- ⊙ Blue Line LRT
- ⊙ Future Green Line LRT
- ⊙ MAX Purple
- 🟩 Parks, Civic and Recreation
- - - - Plan Area Boundary
- ⬜ Transportation/ Utility Corridor

ISC: Unrestricted

Appendix D: Constraints

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

Map D:
Constraints
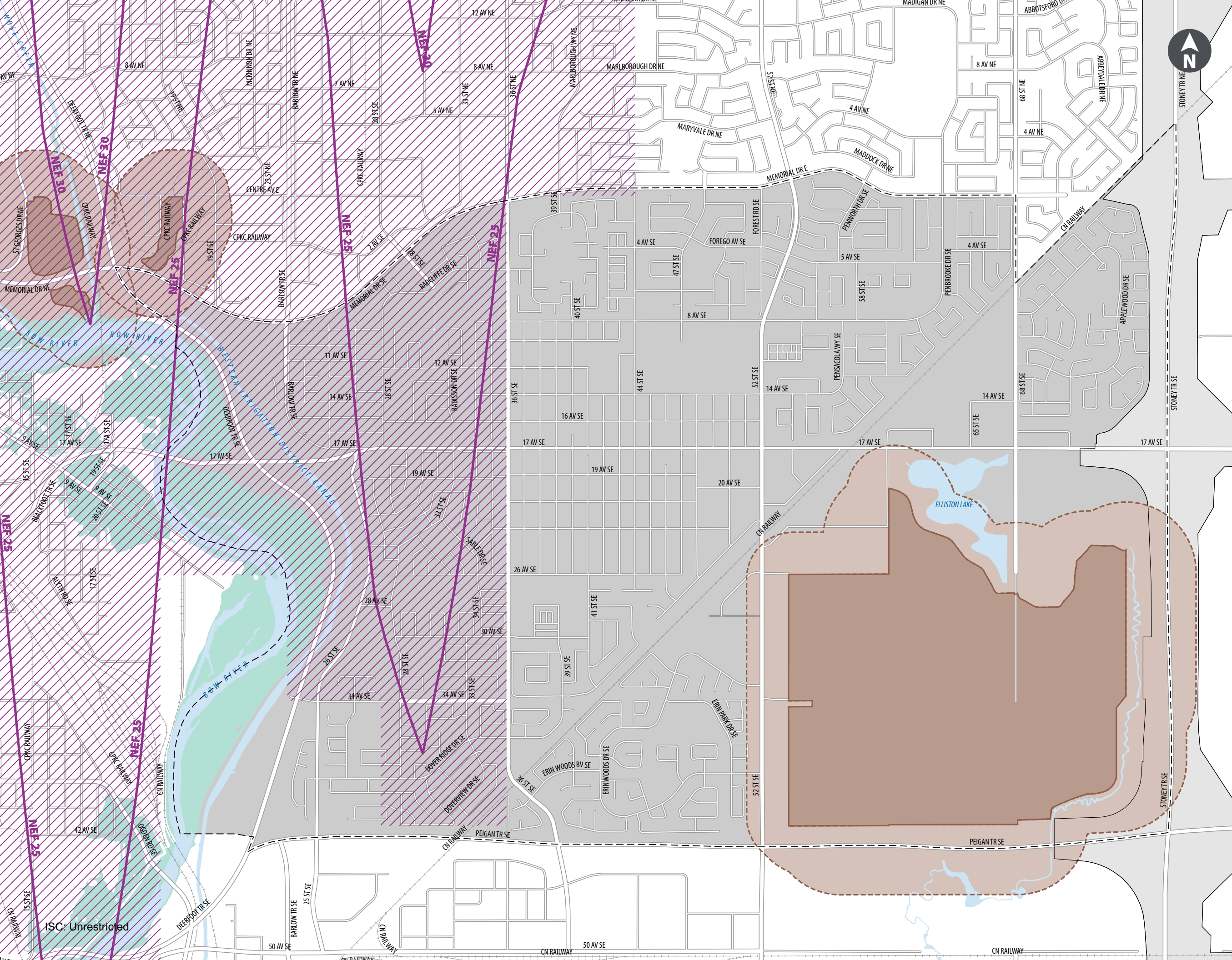
Legend

⎯⎯ NEF Contour

⧸⧸⧸ Airport Vicinity
Protection Area

▨ Landfill Site

▨ Landfill Buffer

▨ 1% Chance of River
Flooding in any Year

- - - Plan Area Boundary

▨ Transportation/
Utility Corridor

ISC: Unrestricted

Freight Rail Corridor

A Canadian Pacific (CP) rail corridor runs through the centre of the Plan Area. 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.

Operating Landfill Setbacks

East Calgary Landfill is located in the southeast corner of the Plan Area known as 09Q. The landfills' regulated setbacks of 300 metres have the potential to impact future development in the Forest Lawn Industrial area. The regulated setbacks are subject to sections 12 and 13 of the Subdivision and Development Regulation of the Municipal Government Act.

Powering our Communities

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

Appendix E: Additional Historical Information

East Calgary International Avenue is located almost entirely within Township 24, Range 29, West of the 4th Meridian (24-24-W4M). A small portion of the area is located to the west in Township 24-1-W5M. Unless otherwise noted, all references below are to Township 24-28-W4M.
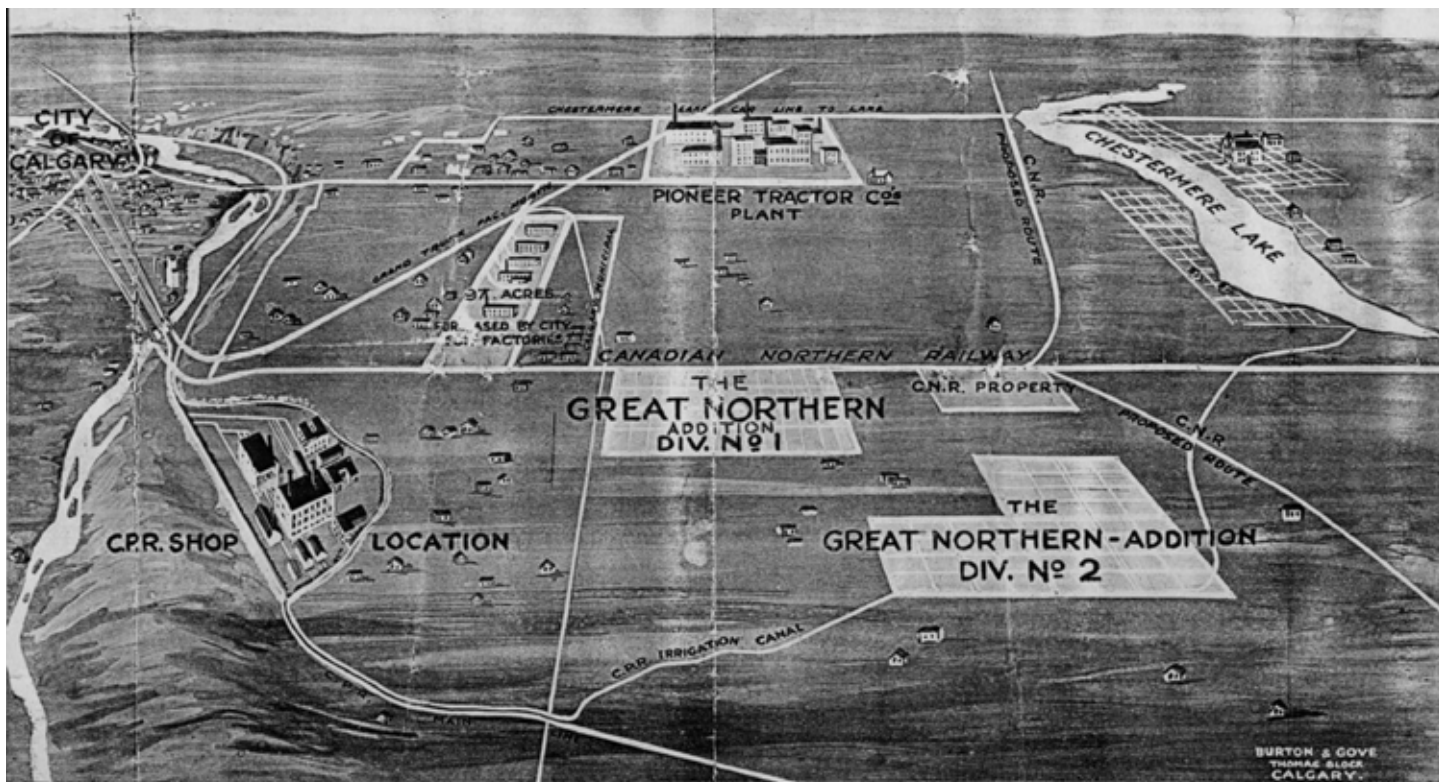

Photo: "Advertisement for development in industrial section of Calgary, Alberta," circa 1911. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary, CU1125658 (Legacy Identifier: NA-4562-1)

Albert Park/Radisson Heights

David D. Oughton (1862–1956) was one of the original homesteaders in this area and he remained for the rest of his life as one of Alberta Park's most significant residents. He and his family lived in a farmhouse that they built here. Oughton served as a trustee for the local Bow Valley School Board when its school opened in 1906 and he later became a Forest Lawn town councillor. He donated the land for the neighbourhood's David D. Oughton School (1151–34 Street SE), which opened in 1953. The school was declared surplus and closed in 2006. The City purchased the site in 2008 and demolished the school in 2015.

During the pre-First World War boom, Oughton subdivided part of his land as Oughton Estate, a speculative real estate venture. Businessman Albert J. Smyth subdivided and promoted Albert Park on land adjacent to Oughton's. Smyth's subdivision plan includes a lake that was a slough, one of many in the district. After the boom waned, Albert Park remained an unincorporated hamlet and dormitory community for Calgary. Like Forest Lawn to the east, Albert Park was incorporated as a village in 1934. The following year, both villages were dissolved and were re-incorporated as the Village of Forest Lawn, with a strip of land annexed to connect the two communities. Forest Lawn became a town in 1951. At least three times, residents petitioned to dismantle the village and return Albert Park to the municipality. Finally, in 1946, residents tried to have Albert Park removed from the village of Forest lawn so it could join Calgary.

Albert Park became a Calgary neighbourhood following the 1961 annexation and its eastern edge, from 28 Street east to 34 Street SE, was developed in 1964 as Radisson Heights. Premier Land Developments Ltd. boasted that Radisson Heights "will display the first completely contoured and fully landscaped and treed area in the history of land developments in Calgary." Mayor Grant MacEwan cut the ribbon at the neighbourhood's official opening ceremony on October 30, 1964.

Albert Park/Radisson Heights has become a diverse neighbourhood (35 per cent immigrants, 47 per cent visible minorities and six per cent Indigenous people, according to 2016 census figures).

Barlow Trail is the western limit of the neighbourhood's residential and commercial area. The Bow River Pathway (a walking and cycling path) and the Albert Park-Radisson Heights Off-Leash Area occupy the zone between the Bow River and Deerfoot Trail. The Western Irrigation District Canal, a CPR irrigation project begun in 1906, parallels Deerfoot and the start of its route eastward to Chestermere Lake. Max Bell Centre, a sports arena and concert facility built in the 1970s, is set in an undeveloped area crisscrossed by walking paths.

Photo: **David D. Oughton residence, 3420–17 Avenue SE.**
He and his wife Jane and their four sons, homesteaded east of Calgary in the area now known as Albert Park and Forest Lawn. The house was demolished in 1974. Oughton served as town councilor for Forest Lawn and was a trustee for the Bow Valley School Board when it opened the first school in the area in 1906. In addition to farming, Oughton dabbled in ranching and the fledgling oil industry. Before David Oughton's death in 1956, he donated the Radisson Heights property where Oughton School now stands.

Applewood Park

Most of present-day Applewood Park is situated on land that was granted to the CPR in 1904. Beginning in 1911, a firm known as Alberta Financial Brokers promoted the development of this section—which straddles present-day Stoney Trail—as Victoria Square, an industrial centre with a residential component.

At its peak, Victoria Square boasted dozens of homes, a hotel, daily mail service to Calgary (via horse and buggy), a gas-driven electric power plant and factories producing bricks, jam, tools and tractors, as well as a pump factory that never became operational. During the First World War, the tool and tractor factories were converted to produce shells. Victoria Square declined by the end of the war and was depopulated. Its buildings were moved, demolished or repurposed and some burned down.

Daon Development Corporation subdivided Applewood Park in 1980 and developed it as a low-density residential neighbourhood beginning in 1982. As a result, it has become a diverse neighbourhood (50 per cent immigrants, 71 per cent visible minorities and two per cent Indigenous people, according to 2016 census figures).

Dover

Scottish-born James Cossar homesteaded in the southern part of today's Dover and his brother Henry farmed immediately to the south, across the present-day Peigan Trail. During the pre-First World War boom, Henry's brother-in-law, Forest Lawn farmer-turned-Calgary real estate developer Thomas Beveridge, subdivided part of the future Dover as the Hazeldean subdivision. The venture was evidently unsuccessful.

The present neighbourhood was proposed and named in 1968 and the development of the residential district began in 1971. Dover is separated from Erin Woods by the CNR tracks. It has become a diverse neighbourhood (22 per cent immigrants, 26 per cent visible minorities and seven per cent Indigenous people, according to 2016 census figures).

Erin Woods

Homesteader John Campbell and the CPR received the original land grants in the area that became Erin Woods. Thomas Richard Copp (1864–1944) later ranched on part of this property before retiring to Calgary with his wife, Harriet, in 1913. They eventually moved into the Hyde Residence (1402 Prospect Avenue SW) in Upper Mount Royal, which is on The City's **Inventory of Evaluated Historic Resources**.

Following its annexation in 1961, this area became part of Eastfield's broader planning district. Nu-West proposed the Erin Woods residential subdivision in 1979 and named it for a suburb of Mississauga, Ontario. It has become a diverse neighbourhood (30 per cent immigrants, 43 per cent visible minorities and seven per cent Indigenous people, according to 2016 census figures). Erin Woods is separated from Dover by the CNR tracks.

Forest Heights

James Wright received the original land grant to this half-section. In 1909, businessman C.T. Gilbert subdivided this property into a nameless development of large or estate lots punctuated by Isabel, Lily and Griffiths streets, edged to the north by Centre Avenue (corresponding to Memorial Drive E) and Davis Avenue (8 Avenue SE). This subdivision was unsuccessful. Silton Development (Calgary) Ltd. developed Forest Heights in 1959–60 as a suburb of the Town of Forest Lawn and it became part of Calgary in 1961. Ernest Morrow Junior High School (1212–47 Street SE) opened in 1964 and is located on land once farmed by the family of its namesake, Forest Lawn mayor Ernest Morrow. Forest Heights is also the location of the Bob Bahan Pool & Fitness Centre, Ernie Starr Arena and Forest Lawn Athletic Park.

Forest Heights has become a diverse neighbourhood (39 per cent immigrants, 49 per cent visible minorities and five per cent Indigenous people, according to 2016 census figures).

Forest Lawn

Forest Lawn's original farmer was Thomas Beveridge (1856–1928), who came west from Collingwood, Ontario, in 1885 and farmed here for over two decades before joining his brother F.D. Beveridge in Calgary's real estate business in 1907. The brothers built the Beveridge Building, a Calgary landmark from 1911 until 1986. During Calgary's pre-First World War real estate boom, Thomas subdivided several farms in Forest Lawn and Dover as speculative ventures.

Several subdivisions were promoted in this area during the pre-First World War boom, but most were unsuccessful and Forest Lawn remained an unincorporated hamlet. It became a village in 1934 and was re-incorporated the following year as a larger village that included Albert Park. In 1952, Forest Lawn became a town and it developed a complete set of departments, including police and fire departments. By the early 1960s, the town council attempted to secure city status, but the Town lost a bid to annex adjacent land with industrial potential and Forest Lawn itself, along with most of the planning area, was annexed at the end of 1961.

Appropriately in a community now known for its immigrant population, half of Forest Lawn's six mayors were immigrants. Ralph Moody (1876–1961 approx.), mayor from 1946 to 1947, was originally from Maine in the United States. Cyriel DeNeve (1895–1959), the mayor from 1955 to 1957, came from Belgium. Forest Lawn's final mayor from 1958 to 1961, Chris Akkerman (1900–1978), was from the Netherlands. The other mayors were Ernest Morrow (1913–1986), mayor from 1947 to 1951; John A. Maveety (1909–1981), mayor from 1951 to 1955; and Elliott L. Dale, mayor from 1957 to 1958. Morrow was born in the Forest Lawn area.

Forest Lawn has become a diverse neighbourhood (27 per cent immigrants, 34 per cent visible minorities and ten per cent Indigenous people, according to 2016 census figures).

Forest Lawn Industrial

Forest Lawn Industrial is the historic location of Hubalta, a railway settlement and station that expressed the optimism of the pre-First World War boom. Its early farmers included the Morrow family, whose son Ernest later became mayor of Forest Lawn. Hubalta had a post office, a store and a railway station. Calgary businessman Malcolm D. Geddes subdivided Prospect Park in 1907 and Prospect Park Addition in 1909, but these were unsuccessful. After the boom faded, some residents moved away to Albert Park and Forest Lawn and Hubalta remained as an unincorporated hamlet east of the Forest Lawn municipality.

The area ultimately developed as an industrial district. Early in the 1930s, it was briefly the site of a milling operation. In 1937–38, the Monarch Refinery (5805–17 Avenue SE) was built using bricks recovered from the demolition of an old powerhouse at Bowness. The new plant refined oil from Turner Valley to produce tractor fuel distributed by trucks and rail via the CNR, but it remained in business only until 1941. In 1958, a new owner converted it into Hub Oil, an oil recycling facility. A catastrophic explosion in 1999 killed two employees and resulted in a fire that burned for ten hours and caused $6.5 million in property damage. All residents of Penbrooke Meadows and two mobile home parks in the area had to be evacuated.

Canadian Odeon Theatres opened the Corral 4 Drive-In south of 17 Avenue on 60 Street SE in 1980 and it operated for several years. In the early 1980s, the Fire Department Training Centre—Outdoor Facilities (6015–23 Avenue SE) opened south of the drive-in. In 2004, the facility became home to the Multi-Agency Training (MAT) Centre, whose function included training for search and rescue missions for catastrophic events, such as natural disasters.

Penbrooke Meadows

The original land grants in this section were issued to Asa Landers Hillman (1862–1943), who farmed on the east half and Florence Pitman (née Chandler, 1864–1941) and her son George H. Pitman (1884–1974), who received the southwest and northwest quarters respectively. William M. Pitman (1861–1916), an early merchant on Stephen Avenue, was Florence's husband and George's father. Quebec-born Hillman worked as a liveryman in Calgary. George Kidd operated a blacksmith shop on what is now 17 Avenue SE in Penbrooke Meadows between 1923 and 1963.

Penbrooke Meadows was subdivided in 1969 and developed as a residential neighbourhood. It has become a diverse neighbourhood (35 per cent immigrants, 47 per cent visible minorities and six per cent Indigenous people, according to 2016 census figures). The CNR tracks separate Penbrooke Meadows from Red Carpet.

Red Carpet

Red Carpet is a triangle-shaped neighbourhood framed by 17 Avenue SE to the south, 68 Street SE to the east and the CNR tracks to the north and west. Asa Hillman homesteaded this property, which remained agricultural land after its annexation in 1961 and its inclusion in a broader planning area called Eastfield. It is named for the Red Carpet Mobile Village (6220–17 Avenue SE), a mobile home park developed around 1970 that was later renamed Penbrooke (or Penbrooke Estates) Mobile Home Park and was again renamed as Calgary Village. The separate Mountview Mobile Home Park was developed to the east in the mid-1970s.

Red Carpet has become a diverse neighbourhood (21 per cent immigrants, 22 per cent visible minorities and seven per cent Indigenous people, according to 2016 census figures).

Photo: **"Article in paper about Penbrooke Meadows homes, Calgary, Alberta," 1970, by Calgary Herald. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary, CU1112781 (Legacy Identifier: NA-2864-6005)**

Published in the Calgary Herald, May 1, 1970. Penbrooke Meadows is a City public housing development. It has been designed to blend unobtrusively with the vicinities private housing. It is the City's first rental housing project.

Southview

The western portion of Southview was once part of Major James Walker's farm, which has since been subdivided into part of eastern Inglewood, Inglewood Wildlands Park and the Inglewood Bird Sanctuary. This portion became divided between the Militia Department's rifle range and the nine-hole Colonel Walker Golf Club, which was established in 1927. When the department evacuated the rifle range in 1930, the golf course leased the site and became an 18-hole course. It was renamed the Inglewood Golf Course in 1932.

Notable structures include the building at 3603–17 Avenue SE with its pleated thin-shell concrete roof and 4 Seas Restaurant sign above and the strip mall at 3411–17 Avenue SE. with its Paradise Lanes sign above. Jack Chan (1936–2016), who immigrated from China in 1951, opened the 4 Seas Restaurant in 1966 and operated it until 2009. Tropicana Lanes, Forest Lawn's first bowling centre, opened in the basement in 1960 and was later renamed Paradise Lanes in 1969.

Photo: **"Aerial view of Inglewood golf course, Calgary, Alberta," circa 1935. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary, CU1292356 (Legacy Identifier: PA-3452-7)**

Photo: **Photo: "17 Avenue SE Calgary, Alberta". Courtesy of International Avenue Business Revitalization Zone**

East of the golf course site, the Southview residential neighbourhood was subdivided in 1950 and its curvilinear streets reflect the era in which it was developed. Some of the houses predate the neighbourhood itself; they were moved from Wayne, a former mining community that now lies within the Town of Drumheller. As a result, Southview includes lots that are 120 feet deep, which is a rarity in Calgary. It also forms part of the 17 Avenue SE business district known as International Avenue. The city's first mosque opened in Southview in 1960 in the repurposed St. Luke's Anglican Church (3027–17 Avenue SE).

Southview has become a diverse neighbourhood (18 per cent immigrants, 20 per cent visible minorities and seven per cent Indigenous people, according to 2016 census figures).

The Cushing Bridge links east and west Calgary across the Elbow River along Southview's northern edge. The 1956 structure replaced an earlier 1906 version of the Cushing Bridge. The present bridge is on The City's **Inventory of Evaluated Historic Resources**.

09Q

Ontario brothers Frank Moorhouse (1866–1948) and Oscar Moorhouse (1870–1953) were among the homesteaders who settled in this area in the 1880s. Family connections link Oscar to the Ellis family for whom Elliston Park in this area was later named. Oscar's wife, Nettie (née McElroy, 1872–1952), was a sister-in-law of Ontario-born Samuel Shepherd Ellis (1865–1936), who settled in 1912 near this site, east of the planning area, with his wife, Lida (née McElroy, 1868–1947), who was Nettie's sister. The sisters' brother George McElroy (1870–1935) also homesteaded nearby, north of Chestermere Lake, in 1890. George was a councillor for the Municipal District of Shepard and was involved in the effort to remove Albert Park and Forest Lawn and have them established as separate villages.

This area was also the location of the "Government well quarter," where an unknown government authority developed a water well for public use. The name remained long after the well was abandoned. A private firm, the Alliance Trust Company, acquired a quarter-section in this that had initially been granted to the CPR. The company's motto, "We Know"—accompanied by a cartoon image of an owl—was reportedly the source of the name for the Weno post office, which operated east of the planning district between 1914 and 1926. Shepard Ellis was its postmaster in 1920–21.

This area remained undeveloped after its annexation in 1961. The East Calgary Landfills (3801–68 Street SE) opened in 1968 and a capped-off area was developed as Elliston Park—named for Ellis' family—and opened in 1995. The Friends of Elliston Park Society, which helped guide the park's development, was founded in 1994 by Audrey Miklos, a granddaughter of Shepard and Lida Ellis and her son Ken Miklos. Many others joined their work. Interpretive signage at the park's entrance, which is marked by a windmill symbolizing agricultural history, tells the story of settlement, agriculture and community life in the surrounding area, including the role of the Ellis family. The Ellises farmed and ranched in the area with their five sons and three daughters. Descendants of the Ellis and McElroy families remained involved in community life and continue to live in the area.

Background and Planning Evaluation

Background and Community Context

The East Calgary International Avenue Communities Local Area Plan (the Plan) is comprised of nine inner-city and established communities: Albert Park/Radisson Heights, Applewood Park, Dover, Erin Woods, Forest Heights, Forest Lawn, Penbrooke Meadows, Red Carpet and Southview. The Plan Area also includes three industrial areas: 09Q, Forest Lawn Industrial and a portion of Golden Triangle. Located south of Memorial Drive E, east of the Bow River and Deerfoot Trail S, north of Peigan Trail SE and west of Stoney Trail S, these communities are collectively known as the East Calgary International Avenue Communities (formerly known as the Greater Forest Lawn Communities). While each community has its own individual boundaries, collectively all communities share common amenities such as schools, natural areas and parks, community facilities, the 17 Avenue SE Urban Main Street, Neighbourhood Activity Centres, and transit infrastructure.

Many communities within the Plan Area were outside of Calgary's city limits before 1961 when The City annexed the Town of Forest Lawn and its surrounding districts. Additional annexations in 1974, 1979, 1981 and 1989 brought the entire planning area within the city limits. The population of the East Calgary International Avenue Communities peaked in 2015, with 58,986 people living in the communities. Based on the 2019 civic census, the population of the area was 57,641 people, representing a decrease of 1,345 people or 2.3%.

By setting out a comprehensive vision and policies for growth and change, the communities in the Plan will be able to accommodate growth strategically 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 and commercial opportunities, which will allow more Calgarians to choose to live and operate businesses in the Plan Area.

Community Peak Population Table

As identified below, the East Calgary International Avenue Communities reached the peak population in 2015, and the population has decreased since then.

East Calgary International Avenue Communities	
Peak Population Year	2015
Peak Population	58,986
2019 Current Population	57,641
Difference in Population (Number)	-1,345
Difference in Population (Percent)	-2.3%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps
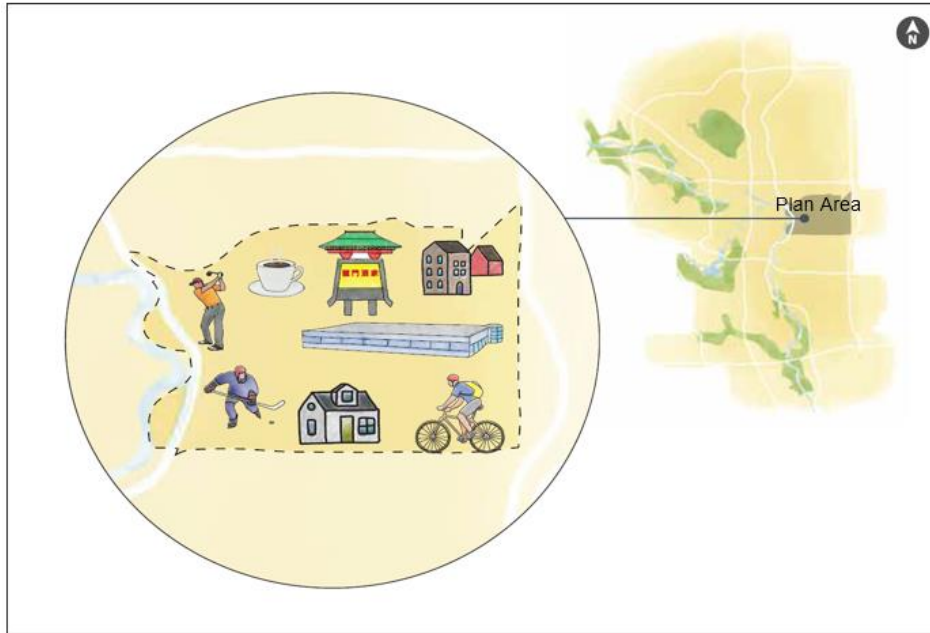
Planning Evaluation

The East Calgary International Avenue Communities Local Area Plan refines and implements the strategic goals and objectives of the Municipal Development Plan (MDP) at the local level. The Plan provides direction for growth and change in nine inner-city and established communities and three industrial areas in Calgary. The Plan will provide guidance and greater certainty by outlining policies for new development and public improvements in the area. The Plan sets out a shared vision and understanding of how growth and change may occur, addressing population declines and opportunities for investments within the Plan Area.

The Plan's future growth concept aligns with the direction from the MDP by identifying policy areas and specific local development policies for the 17 Avenue SE Urban Main Street area, transit station areas and Neighbourhood Activity Centres. The Plan also supports continued incremental evolution and change within primarily residential areas through increased development intensities along community corridors and at existing commercial nodes along 36 Street SE, 52 Street SE, 68 Street NE, 8 Avenue SE and 34 Avenue SE. The Plan includes limited scale policies within the Neighbourhood Local urban form category that provides additional direction and clarity for small scale, low-density residential developments within the communities.

Policy Areas

Figure 1: Community Characteristics
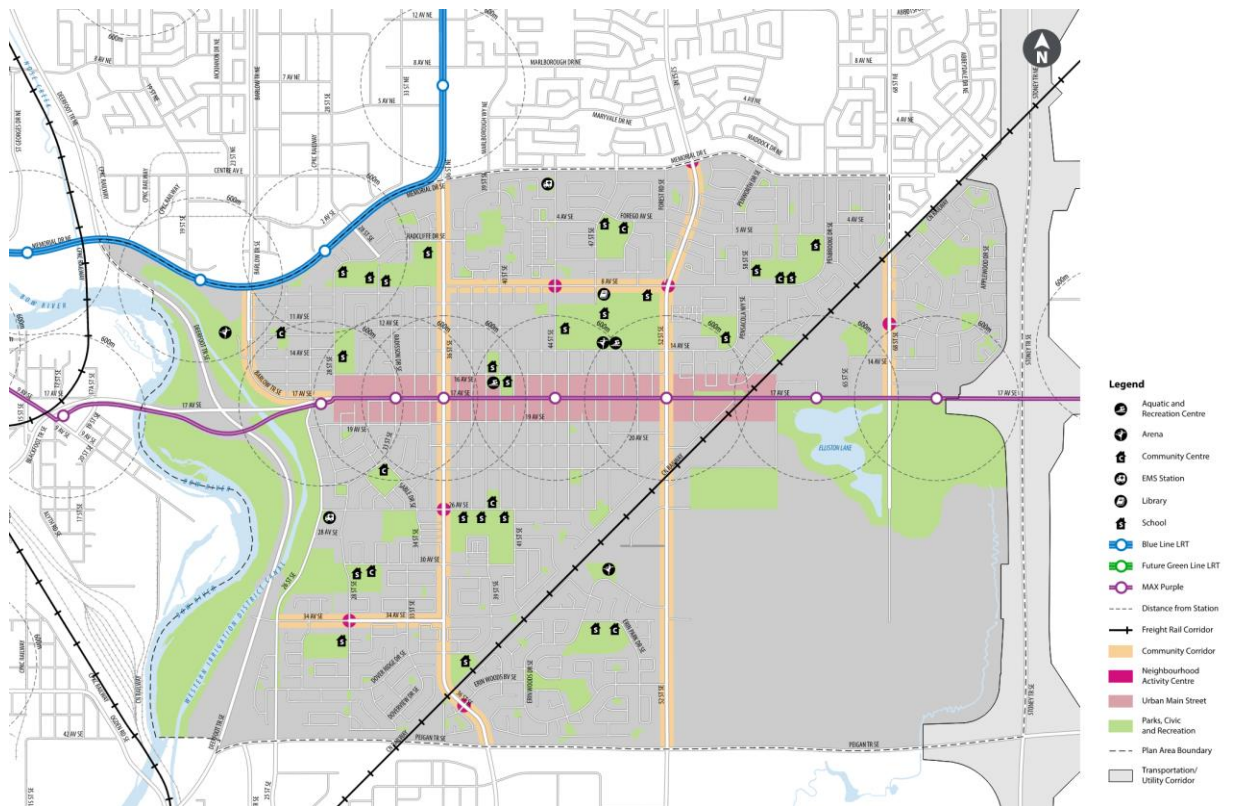
Map 1: Urban Form
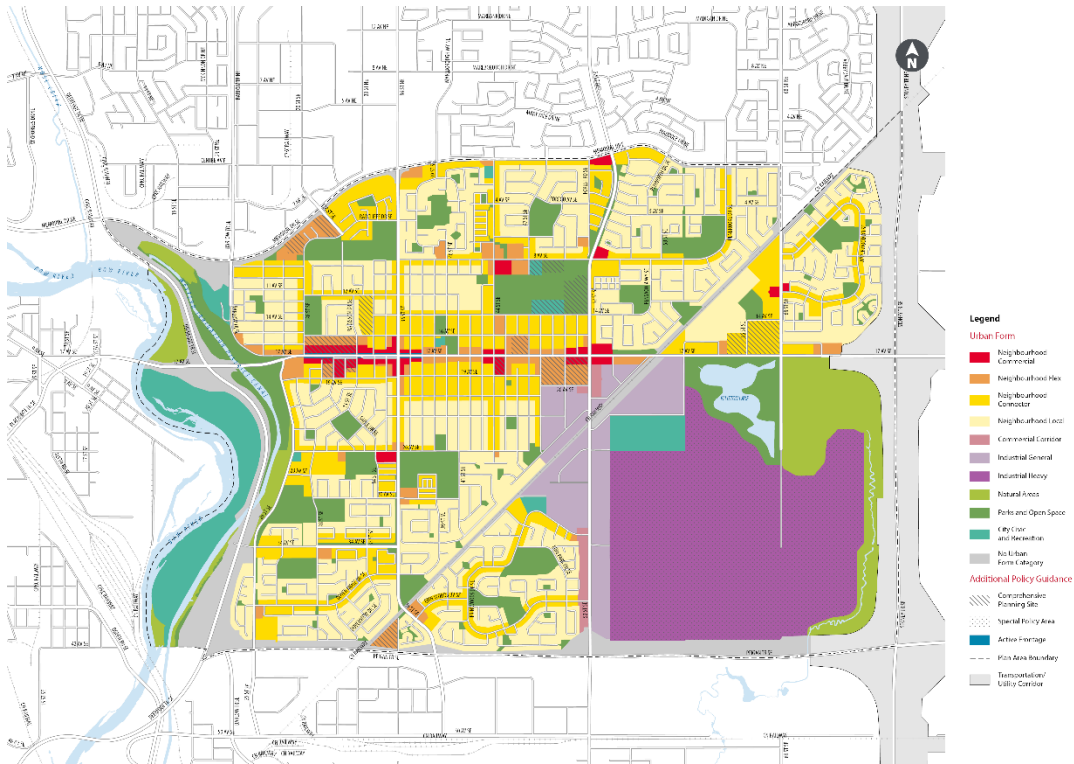
Map 2: Building Scale
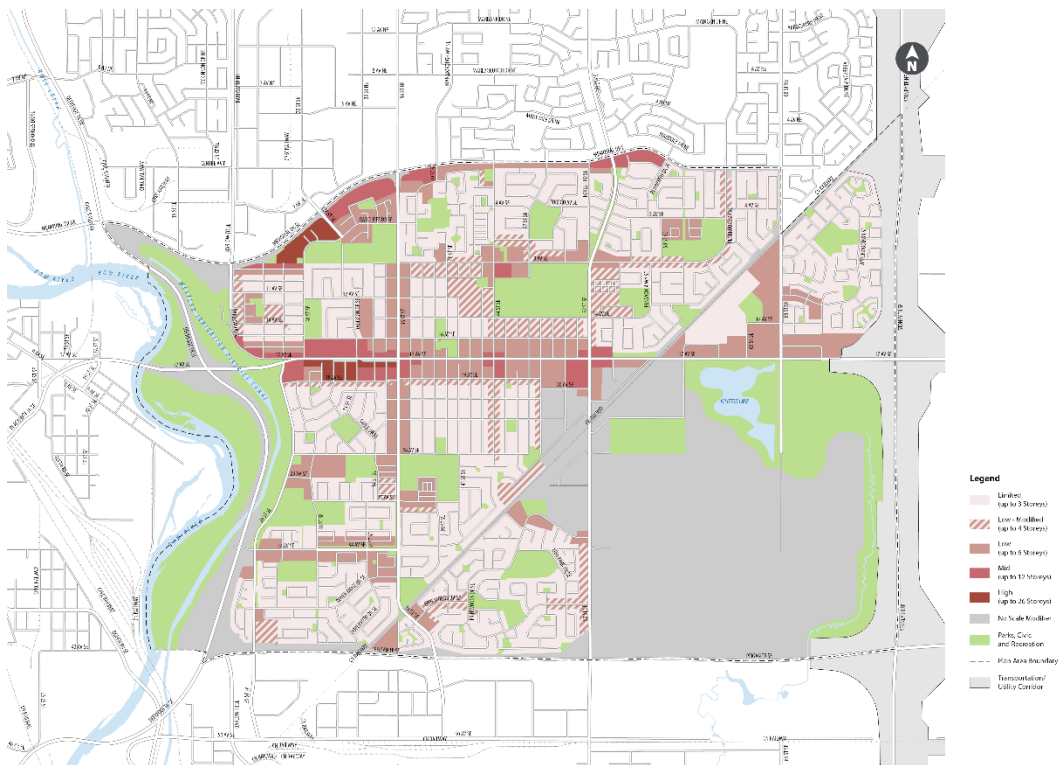
17 Avenue SE Urban Main Street Area

The MDP identifies 17 Avenue SE between 28 Street SE and 60 Street SE as an Urban Main Street. The Plan refines direction from the MDP by defining the Urban Main Street areas along 17 Avenue SE to extend onto parallel side streets both north and south of the corridor.

The Plan includes policies intended to support the creation of high-quality public spaces and buildings along 17 Avenue SE through a mix of residential and employment uses. Policy guidance addresses the need for enhanced pedestrian connections within and between development sites along this important corridor, as well as better linkages with side-streets. Specifically, the Plan applies the Neighbourhood Commercial, Neighbourhood Flex and Neighbourhood Connector urban form categories to support growth along the Urban Main Street area, as illustrated in the Urban Form map. The Plan provides for varying building scales that range from the Low Scale (up to 6 stories) to the High Scale (up to 26 storeys), as illustrated in the Building Scale map. Higher building scales are focused around transit stations and key nodes to ensure development opportunities complement existing retail activity and key areas see further intensification.

An analysis of future anticipated population projections demonstrates that the Plan will achieve and exceed the MDP intensity thresholds for Urban Main Streets of 200 jobs and population per hectare.

Transit Station Areas

Franklin and Barlow/Max Bell Stations are the two Blue Line Light Rail transit (LRT) station areas within the Plan Area. Seven transit station areas are located along the MAX Purple Bus Rapid Transit (BRT) line on 17 Avenue SE. Over time, these areas are intended to accommodate the greatest amount of growth and mix of uses with medium to high levels of activity and the tallest buildings. The Plan provides policies for station areas that are intended to improve accessible mobility connections both to the LRT stations and surrounding communities as well as high-quality public spaces.

Specific to Transit Station Areas, the Plan applies the urban form categories of Neighbourhood Commercial, Neighbourhood Flex, and Neighbourhood Connector to support transit stations' development as commercial, mixed-use and residential areas. Urban form categories with more commercial options such as Neighbourhood Commercial and Neighbourhood Flex are concentrated within the immediate vicinity of station areas. Transition to more residential areas is evident by applying the Neighbourhood Connector and Neighbourhood Local categories.

The Plan provides for the highest allowable building scales adjacent to transit station areas. This includes up to 26 storey buildings near the LRT stations that step down and offer a transition towards primarily residential areas

Future population projections demonstrate that the Plan will achieve and exceed the MDP minimum intensity thresholds for transit stations of 100 people and jobs per hectare.

Neighbourhood Activity Centres (NAC)

In accordance with the MDP, NACs should have a range of ground-oriented and Low Scale apartment housing, a mix of uses, including retail services, creating public gathering spaces while discouraging auto-oriented uses.

The proposed plan identifies seven NACs located along 36 Street SE, 52 Street SE, 68 Street SE, 8 Avenue SE and along 34 Avenue SE. Each NAC has a unique mix of building scales combined with Neighbourhood Commercial, Neighbourhood Flex, and Neighbourhood Connector to accommodate local commercial needs and serve the area's residents.

Community Corridors

Community corridors are pedestrian-focused streets that link services, amenities and communities to one another. They support low to moderate growth in the form of primarily residential and small-scale mixed-use and commercial building forms. Community corridors are primarily the Neighbourhood Connector urban form category with portions of Neighbourhood Commercial and Neighbourhood Flex where the community corridor intersects with a Neighbourhood Activity Centre.

There are six community corridors within the Plan Area as shown on the map below: Barlow Trail SE, 36 Street SE, 52 Street SE, 68 Street SE, 8 Avenue SE and 34 Avenue SE. The building scale along the community corridors is primarily limited (up to 3 storeys), but ranges between Low Scale-Modified (up to 4 storeys) to High Scale (up to 26 storeys) around the 17 Avenue SE Urban Main Street area.

Industrial Areas

The Plan applies the Industrial General and Commercial Corridor urban form categories to the Forest Lawn Industrial area. These areas recognize the existing industrial and vehicle-oriented commercial uses. A portion of the Forest Lawn Industrial Area along 52 Street SE is identified as Commercial Corridor which supports the unique mix of commercial and industrial uses in that area. The East Calgary Landfill is identified as an Industrial Heavy and Special Policy Area which provides additional policy guidance for future uses. Overall, Plan policies are intended to provide for locally specific guidance for the types of uses and development that are appropriate within these industrial areas and refine the broader industrial policies from the MDP.

Comprehensive Planning Sites

Comprehensive Planning Sites provide additional site-specific policy guidance for future development and address items such as land use, building scale, mobility connections, opportunities to address climate change impacts and improve climate resiliency, unique site conditions such as interfaces with adjacent sites and open spaces, provision of publicly accessible open space, transit infrastructure and utility and servicing.

The Plan identifies seven Comprehensive Planning sites. These include 17 Avenue SE Sites, Franklin LRT Station South Lot Site, Albert Park/Radisson Heights Gateway Site, Forest Lawn Multi-Service Centre Site, David D. Oughton Site, Red Carpet Sites and the Golden Triangle Site.

Population and Demographics
Demographic trends were an important consideration in developing the Plan. As noted, communities within the Plan Area have seen a population decline of 1,345 people or 2.3% since the peak in 2015. During the same period, Calgary's population grew by over 5%. Over this period, total occupied dwellings increased from 21,940 to 22,092 or by 152. This decrease in population despite an increase in the number of occupied dwellings is due to occupancy rates

per dwelling unit declining from 2.69 in 2015 to 2.61 in 2019. In addition, there is a significant decline in the occupancy rates per dwelling unit from the peak of 4.26 persons per unit in 1968.

Population decline is more pronounced in some communities than in others in the East Calgary International Avenue Communities. The population in Dover, Penbrooke Meadows, Forest Lawn, Forest Heights and Southview peaked in the 1980s, whereas Applewood Park and Erin Woods started to develop in the 1980s. The population loss in Erin Woods, Forest Heights, Red Carpet, Dover, Forest Lawn, Penbrooke Meadows and Southview ranges from 3.6% to 47.9%. On the other hand, the communities of Albert Park/Radisson Heights and Applewood Park have not seen any population declines as both continue to experience full build-out and re-development.

Table 1: East Calgary International Avenue Communities Local Area Plan Population

	Population	Total Dwellings	Occupied Dwellings	Persons per Unit
Peak	58,986	23,523	22,092	4.26
Peak Year	2015	2018	2019	1968
2019	57,641	23,511	22,092	2.61
Loss since Peak	-1,345	-12	0	-1.65
% change since Peak	-2.3%	0.05%	0	-38.7%
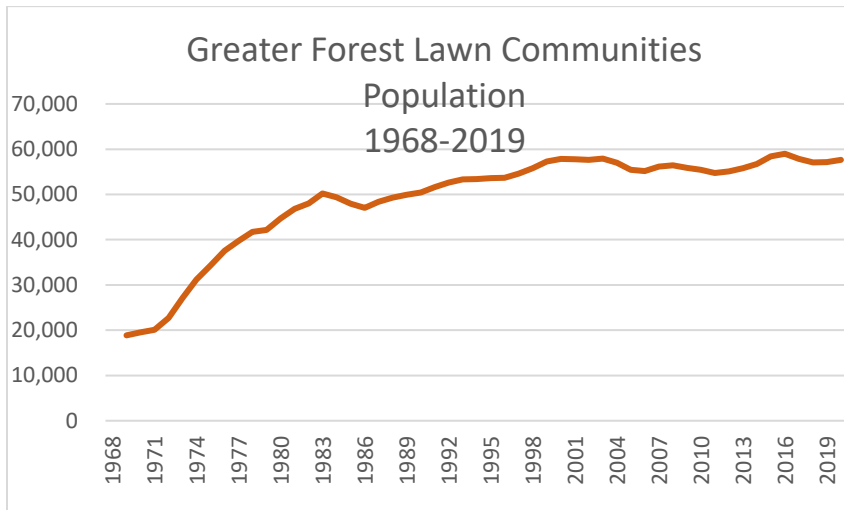
Table 2: East Calgary International Avenue Individual Communities Population Tables

Community	% Change since Peak	2019 Population	Peak Population	Peak Year	Loss Since Peak
Southview	-47.9%*	1,805	3,464	1970	-1,659
Penbrooke Meadows	-14.7%	8,554	10,031	1982	-1,477
Forest Lawn	-14.0%	7,814	9,088	1982	-1,274
Dover	-13.4%	10,351	11,953	1982	-1,602
Red Carpet	-10.3%	1,594	1,777	2006	-183
Forest Heights	-7.4%	6,496	7,011	1982	-515

Erin Woods	-3.6%	7,049	7,309	2015	-260
Albert Park/Radisson Heights	0	6,997	6,997	2019	0
Applewood Park	0	6,981	6,981	2019	0

*One contributing factor to the population decline in Southview is due to the demolition of a Southview affordable housing site located at 1820 33 Street SE which is owned by the Province of Alberta. Previously the site was the location of 96 affordable housing units, which were demolished in 2014 due to the age of the buildings and the need for extensive repairs.

The Plan was also developed in recognition of a high percentage of Indigenous, Racialized and immigrant populations in the area. The Plan was developed with representatives from Filipino, Vietnamese, South Sudanese, Indigenous and Ethiopian and Eritrean residents and business owners. The Plan is intended to ensure that the policies including investment priorities incorporate the diversity of voices within the communities.

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.

Growth Plan (2022)

The Plan and recommendations in this report align with the policy direction of the Calgary Metropolitan Region Board's *Growth Plan* (GP). The Plan builds on the principles of the GP by promoting efficient use of land and regional infrastructure and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The MDP on Map 1: Land Use Typologies identifies six Land Use Typologies that apply to the Communities: one Urban Main Street, Developed Residential – Inner City, Developed Residential – Established, Public Utility, Major Public Open Space and Standard Industrial areas.

In addition to the policy areas listed above, the MDP contains policies that guide the development of local area plans. These include policies around community engagement, watershed planning, identifying tree canopy targets and coordinating sustainable energy planning at all scales of development. Development of the East Calgary International Avenue Communities Local Area Plan considered and is aligned with these MDP policies as summarized below.

Extensive community engagement was undertaken as part of the Plan, details of which can be found in Attachment 4. Community engagement was an instrumental component of the Plan, with public feedback helping to shape each chapter of the Plan through the engagement process.

An analysis of stormwater, water and sanitary infrastructure was undertaken for the Plan once the final urban form category and building scale maps were created. In addition to this analysis, the Plan contains policies to address stormwater retention and mitigation.

The current urban tree canopy coverage is 7.1% in the Plan Area. The City's urban tree canopy target for this area is 8.1% by 2030, 9.1% by 2040 and 10.1% by 2050. The Plan identifies implementation options to protect and expand the urban tree canopy in this area along all streets where feasible and within parks and open spaces.

Energy efficiency policies include provisions for communities to be net zero carbon emissions or net zero ready. The zero carbon neighbourhoods' policies focus on the land use planning and transportation aspects of net zero emissions such as the deployment of car sharing programs, low carbon and electric vehicle usage and assisting homeowners with retrofits to improve overall energy usage.

East Calgary International Avenue Communities Local Area Plan

Engagement Summary

23-0034772-ADV-26475

Together, over a two-and-a-half year period with thousands of participants, a local area plan for the Greater Forest Lawn Communities was created.

A robust multi-phased public engagement process was undertaken to create the East Calgary International Avenue Communities Local Area Plan (the Plan). Thousands of ideas and comments were shared, compiled, reviewed, and used to shape and refine content and concepts within the Plan.

Throughout engagement, the project team heard interest in changing the name of the "Greater Forest Lawn Communities Local Area Plan" to better reflect the communities included in the Plan Area. Public engagement was conducted in Phase 3 to gather feedback for a potential new name for the Local Area Plan document. As a result, when the proposed Plan is presented to Council for a decision in Fall 2024, it will be recommended that Council approve the name East Calgary International Avenue Communities Local Area Plan as the new Plan name.

Greater Forest Lawn Communities

Highlights: **Public Participation**

From winter 2021 – spring 2024, 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 and development industry representatives and a dedicated and diverse working group that provided in-depth insights and feedback.

2+ years
to create the East Calgary International Avenue **Communities Local Area Plan**

4 **phases** of public participation

14 community association **sessions**

9 working group **sessions**
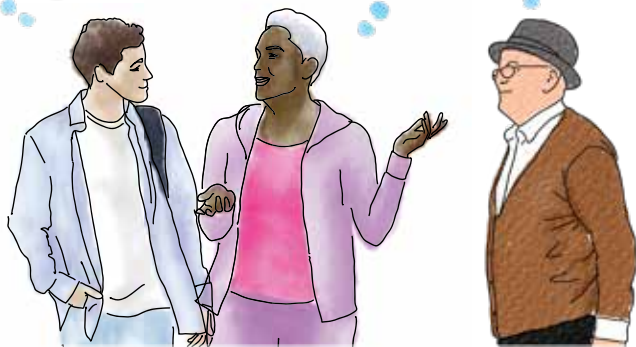
53 public engagement **events**

4 landowner/ development industry **sessions**

100 **days** of **online engagement**

93K+ **engagement packages** & booklets mailed

24M+ **advertisements** displayed

54K+ instances of **involvement**

1.6K+ instances of **direct engagement participation**

1.2K+ **contributions** submitted

Engagement Approach

WE ARE HERE

Phase 0: Discover	Phase 1: Envision	Phase 2: Explore	Phase 3: Refine	Phase 4: Realize
Pre-project research, relationship building, and knowledge transfer.	Looking back at the past, understanding the present and envisioning the future of the area.	Exploring where and how growth and change could happen in the area.	Refining the plan and confirming the community improvements.	Committee and Council review and decision.

A multi-phased approach enabled discussion, consideration, creation and refinement of the local area 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 local area 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.

> "The community also seems to have more diversity than some other areas of Calgary and places for members with varying incomes and social situations."
> — *Participant*

Engagement Guiding Principles

1. Phased Program

The engagement process for the 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. Participation Interests & Intensity

Out of thousands of participants within the Greater Forest Lawn 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. A broad mix of communications and engagement tools and techniques were used to ensure that 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 local area planning project were informed by communications and engagement best practices, local demographics and socioeconomic information, participant feedback, lessons learned through the project, and cultural and equity considerations.

3. Inclusive Process

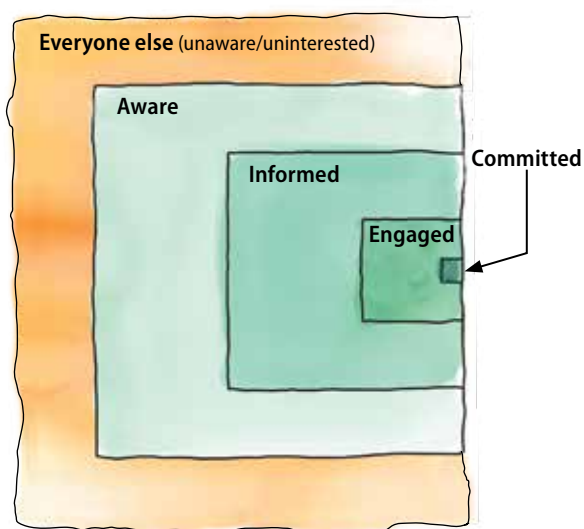The needs of participants were considered through the process and the project team removed as many barriers to participation as possible. Effort was made to ensure public engagement was accessible to all, despite potential limitations that might prevent them from being included in the process. A key 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.

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 ensure everyone was able to get involved. Additional efforts were made to meet with local groups through 'coffee chats' and through our Creating Cultural Connections efforts where we made connections with local community leaders 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 as well as key 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.).

Greater Forest Lawn Communities Working Group Sessions

The 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, 35 members of the broader community as well as community association, International Avenue Business Revitalization Zone (BRZ) and development industry representatives were selected to participate in dialogue on the planning interests of the entire area. The working group participated in nine 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.

In-person & Virtual Engagement Sessions (public, community association & development industry representatives)

In-person and virtual engagement sessions were offered to the general public as medium interest/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 and development industry representatives.

"I also really appreciate the diversity of the neighborhood and I'm proud my children will grow up thinking/knowing that different cultures working together is normal!"
— *Participant*

Mailed Engagement Booklets

People within the Plan Area received an engagement booklet in the mail during each Phase of engagement. These engagement booklets contained information relevant to the current Phase of engagement, including questions if the project team was seeking feedback and key changes made or themes based on feedback from previous phases. Mailed engagement booklets that included a pre-paid feedback form were an alternate medium interest/intensity way to provide feedback (pre-paid postage was included to reduce financial barriers associated to return postage fees).

Engagement Booklet Pick-up Locations

Working together with community associations in the Plan Area, we installed pick-up stations resembling little free libraries for people in the community to pick up an engagement booklet. The stations were installed before the first phase of engagement and used for Phase 2, 3 and 4 booklets. In addition to the stations, booklets could be picked up in commonly frequented businesses and organizations found throughout the Plan Area. A copy of all booklets were available for download online.

In Community Pop-Ups & Community Walking Tours

Twenty-five in community pop-ups were held as a low-medium interest/intensity opportunity and alterative to online engagement. Pop-up engagement took place at high-traffic locations throughout the Plan Area (community centres, local event, high school and recreation centres, senior and food centres, libraries, etc.) throughout the project. This gave the project team opportunities to meet people where they naturally spend their time and answer any questions they may have. Pop-up engagements were used to let people know about the project, to recruit people to apply to join the working group and to collect feedback.

To support better understanding of the lived experience in communities, the project team also held two Community Walking Tours with community associations. The community association representatives were able to lead the project team throughout their neighbourhoods and highlight key areas of interest and concern.

Online Engagement

Online engagement opportunities were offered as a low-medium interest/intensity opportunity. Participants were able to visit calgary.ca/GFLplan to review the content included in the engagement booklet and respond to the same questions included in the booklet's feedback form for weeks at a time. Project updates were also shared to subscribers via our email subscription list.

Creating Cultural Connections

Creating Cultural Connections was a series of targeted engagement efforts developed as part of the project team's commitment to equity and further interest to plan culturally. This work is part of ongoing efforts in the local area planning process to create plans that better reflect the communities and demographics within the Plan Area. These efforts were in recognition of the Greater Forest Lawn Communities' significant cultural diversity where among the nearly 60,000 residents there is a high representation of Indigenous, Racialized and immigrant populations.

Seven targeted sessions were held in Phase 3 of the planning project as part of Creating Cultural Connections efforts, and the project team worked with cultural community contacts to determine appropriate facilitation methods, accommodations (including language interpretation) and other considerations. This was done to add a "planning culturally" lens that aims to integrate cultural considerations into LAP work.

"Sometimes, due to lack of awareness or understanding in the community, it can create confusion and frustration. More information/communication is needed about what is happening. Updates would also be helpful. This type of conversation is helpful."
— *Participant*

Key Themes

High-level themes (from all phases of engagement)

- Participants noted significant people, places and heritage in the Plan Area.

- Participants noted the area's cultural diversity.

- Participants noted the area has been given an unfair negative stigma and stereotypes.

- Participants noted unique outdoor features in the area.

- Participants noted they would like to honour the area's history.

- Participants love the proximity to downtown, amenities, services and transportation options.

- Participants love the area's diversity – cultural, business and food.

- Participants expressed concern about safety, social disorder, drug abuse, crime, homelessness; as well as a potential increase with redevelopment.

- Participants noted they would like to see more pride of community and that the amount of renters may be a challenge to this.

- Participants' comments reflected the desire for a safer, more inclusive and clean community.

- Participants provided general support for the draft vision and core values as presented.

- Participants shared interest in enhanced, well maintained and protected recreation spaces, playgrounds and parks, including parks programmed for families and considerations for accessibility for all abilities as well as ideas for new or improved public spaces.

- Participants expressed concerns with large-scale growth and not wanting further growth in proposed areas.

- Participants shared general support for proposed changes. Comments were in favour and referenced the proposed changes being a benefit in the future.

- Participants expressed concerns for the future of mobile homes in the area particularly the Mountainview mobile home park in the community of Red Carpet. Comments shared about affordable housing options, being displaced and inability to obtain adequate price values for their mobile homes.

- Participants shared the significance of greenspaces and natural environment to the Plan Area. Many comments included wanting to protect existing greenspaces and add additional parks, as well as the benefit of these spaces to community life.

- Participants shared concern about gentrification and displacement of residents in relation to growth and development of the Plan Area. Comments referenced increased cost of housing, removal of existing small-scale housing and potential loss of community assets like greenspaces.

- Participants expressed interest in enhanced mobility options and infrastructure that supported connection between amenities and communities.

- Participants shared concern about existing and future trees in the Plan Area with interest in enhancing natural environment or preserving its current state.

- Participants shared concerns about traffic and parking infrastructure with redevelopment in the Plan Area especially with increased population, commuting and existing issues with traffic especially around the 17 Avenue SE Main Street.

- Participants are in favour of increasing housing availability; mixed-use buildings were proposed to address the increasing population while there was also shared interest in maintaining small-scale housing found in the Plan Area.

- Participants shared significant concern with parking with increased density in the Plan Area referencing current availability issues including lack of street parking. Many participants encourage private parking or specific requirements that would allow for additional parking.

- Participants provided many comments referencing the importance of housing affordability with most expressing interest in maintaining affordability and others sharing concern about oversaturation of 'affordable housing' in the area citing this as the cause for increased crime and safety issues.

- Participants shared positive feedback in regards to small-scale homes with many referencing positive benefits as well as comments with concerns due to potential impacts of densification.

- Participants shared concerns with landlords/renters noting the already high number of renters, landlord responsibility including maintenance, parking, and affordability.

- Participants expressed interest in a variety of housing options with many sharing interest in different small-scale home options and others suggesting restrictions on bigger developments.

- Participants shared feedback on specific locations in the Plan Area.

- Participants cited safety as a significant barrier currently and in the future especially related to growth and change.

- Participants comments shared agreement with the draft Urban Form and Building Scale maps with some also providing accompanying considerations.

- Participants shared interest in the proposed maps addressing existing and future parking concerns.

- Participants shared many comments related to transportation often referring to a need for improvements to existing infrastructure including vehicle, pedestrian, cycling and other mobility modes.

- Participants shared interest in addressing crime to support safety and a need for increased policing with many comments expressing this as a priority.

"More trees in Valleyview Park - many people exercise in that park but it's very hard when it's very hot so trees can provide shading."
— Participant

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 the general public from April – May 2022 and with targeted participants from spring 2022 to fall 2022.

Awareness building, education and engagement took place with the general public from April 12 – May 9, 2022, resulting in:

Total **ADS DISPLAYED**
517,000+

Total **INVOLVED**
22,300+

Total **ENGAGED**
250+

Total **CONTRIBUTIONS**
250+

What We Heard

Detailed information about all outreach and engagement activities can be found on the subsequent pages and within the **Phase 1 What We Heard Report at calgary.ca/GFLPlan**

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.

- Engage Stations were also installed to raise awareness and provide additional education and engagement booklets to community members.

- Large-format signs located in high-traffic areas.

- Two waves of geo-targeted social media ads (Facebook, Twitter, Instagram, Nextdoor).

- Geo-targeted banner ads.

- Geo-targeted video ads on YouTube.

- Geo-targeted ads on high-traffic websites.

- Ethnic radio campaign on Fairchild (in Mandarin/ Cantonese) and Windspeaker (in English/Blackfoot/ Sony Nakoda).

- 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.

"The area is rich with immigrants. There is a huge diversity of culture and race here and this gives it a strong and unique flavour."
— 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 eleven engage stations throughout 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.

In-community pop-ups – the project team joined events throughout the communities to share info & spread awareness about the project, and answer questions.

Working group sessions – multiple sessions where the working group and project team were able to dig deeper into discussions related to asset mapping, vision and core values and potential focus areas for growth.

Community association sessions – multiple sessions for community association members to learn more, ask questions and provide feedback.

Development industry session – a session for industry members to learn more, ask questions and provide feedback.

" I like that my community is well developed with many amenities nearby. The 17th Ave improvement has made a big difference, traffic was terrible before."
— Participant

"I love the green spaces, mature trees, and walking paths because it's important to honour nature in the city. I like the proximity to the train and rapid transit to allow for more environmentally friendly transportation options."
— Participant

Engagement Timeline

Phase 0: DISCOVER
(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 with the community, a number of meetings with local community leaders such as community association representatives, institutional representatives and others were held to share information and get to know each other.

January 25, 2022	**Community Association Session #1 (virtual)**
March 9, 2022	**Community Association Session #2 (virtual)**
March 10, 2022	**Greater Forest Lawn Agency Collaborative Meeting; Project introduction & feedback gathering (virtual)**
March 13, 2022	**Joint event with Forest Lawn Multi-Service Centre team at Ernie Starr Arena**
March 22, 2022	**Joint event with Forest Lawn Multi-Service Centre team at Bob Bahan Pool**

Phase 1: ENVISION
(focused on looking back at the past, understanding the present and envisioning the future of the area)

April 5, 2022	**Community Association Session #1 (in person)**
April 6, 2022	**Community Association Session #2 (virtual)**
April 12 - May 9, 2022	**Engagement Booklets Mailed to Residents/Businesses Engagement Booklets available for pickup at Engage Stations Online engagement open for feedback Working Group applications accepted**
April 21, 2022	**Public Engagement Session (virtual)**
April 23, 2022	**Joint event with Forest Lawn Multi-Service Centre team at Bob Bahan Aquatic & Fitness Centre**
May 3, 2022	**Public Engagement Session (virtual) Attended the Greater Forest Lawn 55+ Society's weekly lunch program**
May 6, 2022	**General Greater Forest Lawn Local Area Plan pop-up session at Elliston Park**
May 7, 2022	**Attended Jane's Walk event at Bob Bahan Aquatic & Fitness Centre**
May 10, 2022	**General Greater Forest Lawn Local Area Plan pop-up session at Southview Community Association**
May 27, 2022	**Attended the Alex Community Food Centre's weekly breakfast program**
June 4, 2022	**Attended Penbrooke Meadows Community Association's 50th Anniversary**
June 9, 2022	**Attended Brenda Strafford Foundation - Seniors Health and Wellness Expo at the Greater Forest Lawn 55+ Society**
June 15, 2022	**Presentation + Q&A at the Southview Community Association AGM**
June 18, 2022	**Attended the Albert Park Radisson Heights Community Association Neighbour Day event**
June 20, 2022	**Working Group Session #1: Asset Mapping/Core Values (in person)**
September 21, 2022	**Working Group Session #2: Validate draft Vision & Core Values (online)**
October 6, 2022	**Working Group Session #3: Key Growth Areas (in person)**
November 15, 2022	**Working Group Session #4: Refine Initial Key Growth Areas Map (in person)**
November 23, 2022	**Community Association Session #3 (in person)**
December 5, 2022	**Industry Session (virtual)**

"I love the increased amount of parks and greenspace because the area has always been heavily industrial. The transition from industrial to livable is important."
— *Participant*

"It use to be a vibriant place to be, lots to do, lots of sports clubs to join, people knew each other and would gather at sporting events, dances and suppers. The streets were a lot kinder then, not as many homeless and you felt safe walking and taking the bus."
— *Participant*

" I love the area because of its access to shopping, highways and good neighbours."
— *Participant*

" I love the diversity, friendly relaxed community, and proximity to services and transportation."
— *Participant*

What We Heard and How Feedback Was Actioned

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.

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?

- Acknowledgement of Indigenous history
- Local history and cultural diversity
- Natural environment and community amenities

PRESENT:
What do you love about the area and your community and why?

- Green spaces, parks, and outdoor features
- Proximity to downtown and availability of amenities/services
- Diversity of culture, business, and food
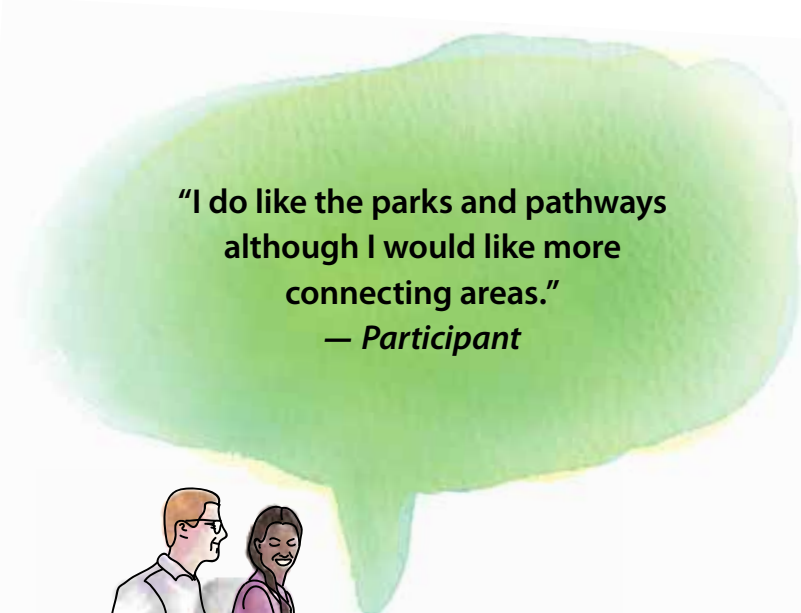
PRESENT:
What are the challenges your area is facing and why?

- Safety, social disorder, drug use, and homelessness
- Rundown homes, amenities, and graffiti
- Responsible home ownership and community pride

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?

- More sustainable alternate transportation options
- Gathering spaces and a variety of community amenities
- Increased safety, inclusivity, and cleanliness

> "I do like the parks and pathways although I would like more connecting areas."
> — *Participant*

What We Heard

Additional information can be found within the **Phase 1 What We Heard Report at calgary.ca/GFLPlan**

Key Changes Made

How Feedback Was Actioned

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 & 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 Greater Forest Lawn Communities Local Area Plan (Plan) based on feedback included:

1. Emphasize Indigenous history, cultural diversity and local history.

In response to public feedback, the draft Chapter 1 was revised to provide an additional history section that focuses on the evolution of cultural diversity in the communities. We recognize the importance of adding a cultural lens through the local area planning process and prepared ways to create cultural connections in Phase 3, which involves engaging specifically with culturally diverse groups.

2. Address safety concerns around transit station areas and the general community.

In response to public feedback on safety concerns around transit station areas and the general community, the draft Vision and draft Core Values on Mobility Choices and Parks, Recreation and Community Facilities were further developed to support safety in various forms. The Core Values emphasize safe, efficient, and well-maintained mobility choices as well as creating safe and accessible open-spaces. During the next phases of the project, development policies that align with the Core Values will be explored. In addition, the draft Plan will provide direction for new development to incorporate Crime Prevention Through Environmental Design (CPTED) assessments.

3. Focus more on the culture, arts and businesses in the communities.

We received public feedback that culture, arts and businesses are significant to the Greater Forest Lawn Communities. In response, the draft Plan includes Culture, Arts and Business as a draft Core Value to emphasize the importance of attracting and supporting a variety of arts and culture initiatives. The draft Plan will continue to develop policies on employment opportunities and enhance communities' vibrancy.

"I think it's important to focus on the outdoor gathering spaces and put effort into improving walkability, cycling, etc. making space for things like community gardens or multi use parks would be amazing for future generations to benefit from."

— *Participant*

4. Maintain housing affordability.

The draft Core Value on Housing Options emphasizes providing quality and accessible housing options for people from all income levels in the Plan Area particularly in areas with existing infrastructure such as transit stations, commercial streets, and community amenities to meet the evolving needs of people in all stages of life. The draft Core Value is one of the five guiding principles that direct housing development policies in draft Chapter 2 of the Local Area Plan.

"I live in Dover, and love how many homes front onto a green space with walking paths. It's great knowing our children can play without having to worry about cars. I love how the path network can take you anywhere you need to go safely."
— *Participant*

"I wish the pool area was better, public skating not just hockey, more workout spaces, more community programs, more kids programs, better library"
— *Participant*

5. Provide access to various transportation modes.

During Phase 1, we heard that the public valued the ability to access various form of mobility options within the Greater Forest Lawn Communities. The Mobility Choices draft Core Value emphasizes providing a comprehensive mobility network of pathways, transit, roadways and wheeling infrastructure that allows people more options when moving between communities and beyond. The Plan's Technical Advisory Committee consists of Transportation representatives that can further assess mobility options that guide redevelopment.

What We Did

Additional information about key changes made can found within the **Phase 1 What We Did Report at calgary.ca/GFLPLan**

Engagement Summary
Phase 2: Explore

This phase was focused on exploring where and how growth and change could happen in the area.

Meetings and engagement took place with targeted participants from January to June 2023, and with the general public from January to February 2023.

Awareness building, education and engagement took place with the general public from January 17 – February 12, 2023, resulting in:

Total **ADS DISPLAYED**
762,000+

Total **INVOLVED**
25,900+

Total **ENGAGED**
400

Total **CONTRIBUTIONS**
400+

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/GFLPlan**

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.

- Engage Stations from Phase 1 were continued to be used to raise awareness and provide additional education and engagement booklets to community members.

- Large-format signs located in high-traffic areas.

- Two waves of geo-targeted social media ads (Facebook, Twitter, Instagram, Nextdoor).

- Geo-targeted banner ads.

- Geo-targeted video ads on YouTube.

- Geo-targeted ads on high-traffic websites.

- Ethnic radio campaign on Fairchild (in Filipino/Vietnamese) and Windspeaker (in English/Blackfoot/Stony Nakoda).

- 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.

"Low income and diverse communities should not be forced out because of new growth but the focus should be put on safe and well maintained homes."
— Participant

Focus of Engagement

We looked for feedback to help refine the draft vision and core values. We also started to explore where and how growth and change could happen in the area, including where growth could be focused and where larger buildings could go. We also introduced small-scale growth and the benefits of having a variety of small-scale homes in a community.

Topic 1: Greater Forest Lawn Communities Draft Vision & Core Values

Topic 2: Potential Focus Areas for Moderate-to Large-Scale Growth

Topic 3: Small-Scale Growth

A revised draft Chapter 1 and initial draft Chapter 2 of the local area plan were 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 eleven engage stations throughout 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.

In-community pop-ups – the project team joined events throughout the communities to share info & spread awareness about the project, and answer questions.

Community walking tours - local community associations had the opportunity to lead the project team on a tour of their community.

Working group sessions – multiple sessions where the working group and project team were able to dig deeper into discussions related to asset mapping, vision and core values and potential focus areas for growth.

Community association sessions – multiple sessions for community association members to learn more, ask questions and provide feedback.

Development industry session – a session for industry members to learn more, ask questions and provide feedback.

Community conversation series - a touch-point between open public engagement phases to meet with the project team for an update on the work being done and have questions answered.

"I like the notion of preserving the intercultural aspect of my neighborhood. The people, the food, the stores. I also believe that we need to improve mobility and I like the thought of pathways and urban parks connecting major locations. Bike lanes, green spaces, improved lighting in transit hubs."
— *Participant*

"I think large scale housing that is affordable along 17th Ave would really spruce up the area - something like the changes happening in Marda Loop - but there needs to be small parks, spots for community markets and safe areas both regarding crime and mobility."
— *Participant*

Engagement Timeline

Phase 2: Explore
(focused on exploring where and how growth and change could happen in the area)

January 17 – February 12, 2023	Engagement Booklets mailed to Residents/Businesses Engagement Booklets available for pickup at Engage Stations Online engagement open for feedback
January 26, 2023	Public Engagement Session (virtual)
February 7, 2023	Public Engagement Session (virtual)
February 8, 2023	Coffee chat at Dover Community Association
February 9, 2023	Public Engagement Session (in person at Forest Lawn Public Library)
February 10, 2023	Lunch visit at the Alex Community Food Centre
February 13, 2023	Participated in the Erin Woods Community Association Board Meeting
February 16, 2023	Coffee chat at Penbrooke Meadows Community Association
February 21, 2023	Working Group Session # 5: Small-Scale Growth (virtual)
April 25, 2023	Working Group Session #6: Draft Urban Form and Building Scale Maps (in person)
May 5, 2023	Community Walking Tour of Dover led by the Dover Community Association
May 18, 2023	Community Conversation Series (in person)
May 25, 2023	Community Conversation Series (in person)
May 26, 2023	Participated in the Forest Lawn Community Association Board Meeting
May 31, 2023	Community Association Session #1 (in person)
June 7, 2023	Working Group Session # 7: Draft Urban Form and Building Scale Map Refinement (in person)
June 26, 2023	Community Walking Tour led by the Penbrooke Meadows Community Association
June 28, 2023	Industry Session (in person)

"The communities are always evolving. The vision of cultural diversity and inclusiveness is important. I think that various housing options and business opportunities will help the communities be safer for the residents."
— *Participant*

"I specifically love the focus on mobility, diversity and embracing the multicultural tourism that the zone is known for."
— *Participant*

What We Heard and How Feedback Was Actioned

This phase was focused on creating the second draft chapter of the local area plan, as well as revising the first draft chapter. Engagement was focused on exploring where and how growth and change could happen in the area.

Key Themes Heard

Key themes heard from participants through the first phase of the project included:

Topic 1:
Draft Vision & Core Values
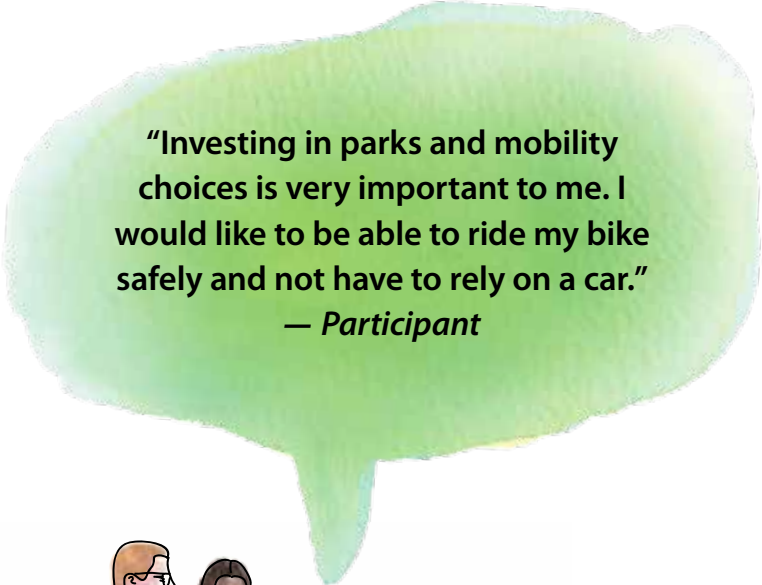
- Importance of mobility & accessibility options
- Enhanced, well maintained and protected recreation spaces/parks
- Safety/social disorder/crime concerns

Topic 2:
Moderate-To Large-Scale Growth

- Large-Scale growth concerns
- Parking/traffic concerns
- General support for purpose

Topic 3:
Small-Scale Growth

- Importance of housing affordability
- Parking/traffic concerns
- Preference for Small-Scale homes

> "Investing in parks and mobility choices is very important to me. I would like to be able to ride my bike safely and not have to rely on a car."
> — *Participant*

What We Heard

Additional information can be found within the **Phase 2 What We Heard Report at calgary.ca/GFLPlan**

Key Changes Made

How Feedback Was Actioned

Feedback received was used to refine draft Chapter 2 of the local area plan and further refine draft Chapter 1, including revisions to the draft Vision and Core Values. Input on potential future areas for growth helped inform the draft Urban Form and Building Scale Maps presented for feedback in Phase 3.

Key changes made to the draft Greater Forest Lawn Communities Local Area Plan (Plan) based on feedback included:

1. Concentrate moderate-to large-scale growth in key areas.

Based on feedback from a range of participants as well as direction from existing city-wide policies such as the Municipal Development Plan, a specific location approach to accommodate moderate-to large-scale growth was formed to create the draft Urban Form and Building Scale Maps. Large-scale growth is strategically located at Transit Station Areas such as the Franklin LRT station and Max Purple BRT stations along International Avenue SE, at Neighbourhood Activity Centres such as community commercial areas at 8th Avenue SE by 44th Street SE and community corridors such as 36th Street SE.

2. Maintain housing affordability.

Policies encouraging and supporting affordable housing opportunities and different housing forms are found in draft Chapter 2, specifically for several Comprehensive Planning Sites, Transit Station Areas and International Avenue SE. The project team is also working with other City departments to explore using existing City-owned lands to provide additional housing options for the Greater Forest Lawn Communities. The draft Urban Form and Building Scale Maps in draft Chapter 2 identify the areas that support various small-scale housing, such as rowhouses and townhouses, which offer housing choices and support affordability.

3. Enhance parks, open space, recreation and community facilities.

We have actively explored opportunities with other City departments to enhance existing green spaces that meet the changing needs of residents. The Parks, Recreation and Community Facilities draft Core Value aims to protect and invest in parks and open spaces for people of all ages, cultural backgrounds, and abilities to promote overall community wellness and quality of life. In addition, draft Chapter 3 Section 3.2.3 Inclusive Parks, Open Spaces and Community Facilities includes several community improvements to support future growth.

> "We are not a walkable community and need to be able to drive to our destinations if we are going to stay close to shopping, we need parking."
>
> — *Participant*

4. Mitigate intensifying parking issues and increased traffic due to growth.

Mobility specialists at The City are undertaking mobility analyses to better understand traffic flow throughout the Plan Area and recommend development policies to improve mobility in the Greater Forest Lawn Communities. Draft Chapter 2 Section 2.6 Mobility, and draft Chapter 3 Section 3.2.2 also support further development of the Always Available for All Ages & Abilities (5A) network, which provides year-round transportation infrastructure for cycling, wheeling and pedestrians. This infrastructure is an attractive, efficient, safe, accessible and affordable alternative to personal vehicles. The draft Plan also supports high-quality transit infrastructure that integrates with new development (where feasible), helping to reduce vehicle use within the Greater Forest Lawn Communities over time. At the planning application stage, parking requirements for development will be reviewed and evaluated against the Land Use Bylaw and other related City policies and bylaws.

"A variety of small scale homes are a good idea. We hope that GFL will always be a diverse, vibrant community."
— *Participant*

"I would like to see an enhanced pathway system that would provide the possibility of safety, accessing greenspace and commercial areas by bicycle."
— *Participant*

5. Preserve trees and the natural environment.

Draft Chapter 3 Section 3.2.3 Inclusive Parks, Open Spaces and Community Facilities identifies overarching objectives as well as community improvement options to enhance, expand and preserve the natural environment such as escarpment park along 26th Street SE and Elliston Park. Chapter 3 includes a section on increasing the urban tree canopy to meet future targets with specific policies to plant trees along major streets and within areas of high pedestrian activity.

What We Did

Additional information about key changes made can found within the **Phase 2 What We Did Report at calgary.ca/GFLPLan**

Engagement Summary
Phase 3: Refine

This phase was focused on small-scale homes, the draft Urban Form and Building Scale Maps and community improvements. Engagement took place with targeted participants starting in July 2023, and with the general public in October to November 2023.

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/GFLPlan**

Awareness building, education and engagement took place with the general public from October 24 – November 20, 2023, resulting in:

Total **ADS DISPLAYED***
21,650,000+

Total **INVOLVED**
2100+

Total **ENGAGED**
900+

Total **CONTRIBUTIONS**
600+

* Due to Phase 3's increased marketing budget, a tactic ran on the Pattison BRT Network which had 15.9 million impressions, along with 1.1M impressions on Capture TV and 4M impressions with Neo Shopping at Market Mall – this accounts for the large ad numbers compared to previous Phases.

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.

- Engage Stations were installed before Phase 1 and continue to be used to raise awareness and provide additional education and engagement booklets to community members.

- Large-format signs located in high-traffic areas.

- Two waves of geo-targeted social media ads (Facebook, Twitter, Instagram, Nextdoor).

- Geo-targeted banner ads.

- Geo-targeted video ads on YouTube.

- Geo-targeted ads on high-traffic websites.

- Digital transit ads.

- Digital ads on registry, fitness centre and shopping mall screens.

- Ethnic radio campaign on Fairchild (in Filipino/Vietnamese) and Windspeaker (in English/Blackfoot/ Stony Nakoda).

- 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: Small-Scale Homes

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 local area plan were also available for review and feedback.

> "I think it is important to keep the regulation to have one parking spot per unit in multi-family dwellings to prevent street parking becoming an issue. This will also help these types of dwellings remain attractive to a variety of different people. Affordability is also important, and home owners should get fair market value for their properties if they need to sell to accommodate these proposed changes."
> — *Participant*

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 11 engage stations throughout 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.

In-community pop-ups – the project team joined events throughout the communities to share info & spread awareness about the project, and answer questions.

Creating cultural connections sessions – the project team co-hosted info/engagement sessions with cultural groups and organizations in the Plan Area to support the application of a planning culturally lens.

Working group sessions – multiple sessions where the working group and project team were able to dig deeper into discussions regarding small-scale homes, the draft Urban Form and Building Scale Maps and ideas for potential future community improvements for the Plan Area.

Community association sessions – multiple sessions for community association members to learn more, ask questions and provide feedback.

Development industry session – a session for industry members to learn more, ask questions and provide feedback.

Community conversation series – a touch-point between open public engagement phases to meet with the project team for an update on the work being done and have questions answered.

"Just thought of something else: would be great to see some more amenities for kids. Basketball courts, skateparks, pump track (like Inglewood). There are SO MANY kids in the Forest Lawn area. Would be great to make sure there's always something for them to do!"
— *Participant*

"Wow, this is a lot of info to absorb! Nothing stands out to me as problematic. Would love to see more Neighbourhood Commercial along 17 Ave. Interesting to see that block of greenspace in Radisson being considered for development. Makes sense I suppose since it's just a big open grass field with a small playground on it."
— *Participant*

Engagement Timeline

Phase 3: REFINE
(focused on refining the Plan and confirming the community improvement ideas)

June 10, 2023	Pop-up at the East Calgary Community Fair
June 17, 2023	Pop-up at the Dover Community Association's Neighbour Day Event
July 8, 2023	Pop-up at the Erin Woods Community Association's Stampede Breakfast
July 13, 2023	Pop-up at at the International Avenue Stampede Breakfast
August 18, 2023	Creating Cultural Connections Session: Calgary Vietnamese Mental Health Association
August 28, 2023	Creating Cultural Connections Session: The Alex Community Food Centre
September 6, 2023	Creating Cultural Connections Session: Ethiopian & Eritrean Business Owners
October 4, 2023	Creating Cultural Connections Session: Eastview Basketball Association
October 3, 2023	Community Association Session #4
October 12, 2023	Creating Cultural Connections Session: Awo Taan Family Wellness Centre
October 24 - November 20 2023	Engagement Booklets mailed to Residents/Businesses and available at pickup locations Online engagement open for feedback feedback
October 26, 2023	Industry Representative Session #3
November 1, 2023	Virtual Public Engagement Session #1
November 3, 2023	Creating Cultural Connections Session: Filipino Rising Community Organization
November 13, 2023	Virtual Public Engagement Session #2
November 8, 2023	In-person Public Engagement Session
September 19, 2023	Working Group Session #8
November 21, 2023	Pop-up Coffee Chat at Greater Forest Lawn 55+ Society
November 30, 2023	Pop-up Coffee Chat with Albert Park/Radisson Heights Community Initiatives Group
February 22, 2024	Community Conversation Series Session
March 9, 2024	Creating Cultural Connections Session: South Sudanese Community
March 14, 2024	Community Conversation Series Session

"Increase investment to Franklin LRT station and surrounding area to make it feel safer and welcoming. Give people reasons to take transit to our neighborhood."
— *Participant*

"Small scale homes are the heart and soul of this community. Continuing to include these types of structures is critically important to maintaining the feel of the neighbourhood and keeping densification to a reasonable level."
— *Participant*

"Complete streets - for traffic calming/climate resilience and more pedestrian friendly."
— *Participant*

What We Heard and How Feedback Was Actioned

This phase was focused on discussing small-scale homes, reviewing and refining the draft Urban Form and Building Scale Maps, and determining ideas for future community improvements for the Plan Area.

Key Themes Heard

Key themes heard from participants through the third phase of the project included:

TOPIC 1:
Small-Scale Homes

- Concerns about parking
- Housing affordability
- In favour of small-scale homes

TOPIC 2:
Draft Urban Form and Building Scale

- Location specific considerations
- Crime and Safety concerns
- Traffic concerns

TOPIC 3:
Community Improvements

- Transportation and Mobility improvements
- Playground/Parks and Public Spaces improvements
- Prioritizing safety

What We Heard

Additional information can be found within the **Phase 3 What We Heard Report at calgary.ca/GFLPlan**

"Yes, wider sidewalks for mobility and maintenance especially during winter months maintaining the snow clearing."
— *Participant*

Key Changes Made

How Feedback Was Actioned

Feedback was used to help refine the second chapter of the local area plan, specifically refinements to the draft Urban Form and Building Scale Maps. 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 Greater Forest Lawn Communities Local Area Plan (Plan) based on feedback included:

1. Programable spaces for cultural gatherings and expression

We received public feedback that more spaces for cultural gathering and expression are needed. In response, the draft Chapter 2 and Chapter 3 identify the location and provide development guidance for a multi-service recreation and community facility. This space would incorporate passive and active recreational opportunities with year-round adaptable community gathering spaces for people of all ages and abilities and from diverse cultural backgrounds. In addition, the draft Plan explores opportunities to enhance diversity and inclusivity by providing opportunities for cultural expression in community facilities and parks.

2. Consider more shops and services opportunities within neighbourhoods

In response to public feedback regarding the desire for additional shops and services within neighbourhoods, the draft Plan provides opportunities for commercial space at key locations within each community. These areas are identified as Neighbourhood Activity Centres in the draft Chapter 2, which provides opportunities for small mixed-use development serving a local catchment of nearby residents, and businesses that offer a broad range of community activities, amenities, and services within neighbourhoods. The community corridors that are identified in the Plan also provide opportunities for small-scale mixed-use and commercial uses with the primary use being residential.

3. Consideration of future uses in the East Calgary Landfill site

We received public feedback that consideration should be given to the potential future uses of the East Calgary Landfill site when the landfill operation is no longer required. In response to public feedback, the draft Chapter 2 of the policy provides guidance for potential future uses of the site. Some of the policies outlined include exploring opportunities for both passive and active recreation, and integrating multi-functional facilities such as infrastructure, renewable energy, and public open spaces when landfill operations cease.

"I welcome the chance to allow more units per land, the more the merrier! I want to make sure that housing is accessible to all incomes. I want people that live here to take pride in their home. I'm concerned about landlords buying property, then not taking care of it."
— *Participant*

4. Need for mobility improvements, including more direct pedestrian and cycling connectivity

We received public feedback that there is a need for mobility improvements including more direct pedestrian and cycling connectivity. In response, the draft Chapter 3 provides objectives and implementation options specific to safe, efficient, and well-connected mobility options throughout the Plan Area. The implementation options prioritize pedestrian and cycling connections, including completing missing links to amenities and points of interest such as transit station areas, Main Street, schools, parks, and natural spaces. Primary Transit via Bus Rapid Transit will also be added along key corridors such as 52 Street SE and expanded along 17 Avenue SE.

"Traffic calming near the schools would be a welcome development. Also cycling infrastructure would be really great. Can we get those bike lanes on 8 Ave switched to physically separate with vehicles parked on the inside of the road rather than between the cyclist and the sidewalk? I like the initiative but I do not feel safe at all cycling that road right now."
— *Participant*

"More outdoor activity areas. Skateparks, walking trails and bike areas."
— *Participant*

5. Additional functions in parks, open spaces and natural areas

In response to public feedback regarding additional functions in parks, open spaces and natural areas, the draft Chapter 3 provides objectives and implementation options to upgrade recreational facilities and improve the functionality of existing parks and open spaces by prioritizing accessible, inclusive, and year-round active and passive recreation uses for people of all ages, cultures, and abilities.

What We Did

Additional information about key changes made can found within the **Phase 3 What We Did Report at calgary.ca/GFLPLan**

Participation Summary
Phase 4: Realize

This <u>final phase of the project</u> was focused on sharing the final draft Plan with key participants for final comment and sharing the proposed Plan with the public prior to bringing it forward to Committee and Council for review and decision.

Engagement Timeline

March 26, 2024	● Community Association Touchpoint: Dover Community Association
April 2, 2024	● Community Association Touchpoint: Forest Heights Community Association
April 8, 2024	● Community Association Touchpoint: Erin Woods Community Association
April 8, 2024	● Community Association Touchpoint: Applewood Park Community Association
April 9, 2024	● Community Association Touchpoint: Albert Park/Radisson Heights Community Association
April 10, 2024	● Community Association Touchpoint: Penbrooke Meadows Community Association
May 2, 2024	● Working Group Session 9
May 8, 2024	● Pop-up: Franklin Station Area Improvements Project Community Pop-Up Event
May 9, 2024	● Pop-up: GFL Agency Collaboration Meeting - May
May 9, 2024	● Community Association Session 1 of 1 (open to all Community Association Board Members in the plan area)
May 14, 2024 – May 31, 2024	● Engagement Booklets available at pick up locations
May 16, 2024	● Industry Session 1 of 1
May 21, 2024	● Public Virtual Session 1 of 2
May 25, 2024	● Public In-person Open House
May 29, 2024	● Pop-up: Mometum's monthly Lunchtime Advocacy Café
May 30, 2024	● Public Virtual Session 2 of 2
June 4, 2024	● Conversation Series 1 of 2
June 18, 2024	● Conversation Series 2 of 2

Local Area Plan – Key Considerations

Local Area Plan

Context & Trends

What is the current context of the area? What is changing when it comes to population demographics, needs and trends?

Equity

How do we plan for equity within our communities and city?

Participant Input

What ideas, insights, opportunities and concerns have been raised by the public and other participants?

Professional Expertise

What are the urban planning best practices, what is economically feasible and technically possible?
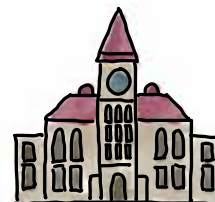
City Policies

How do we ensure alignment to the Municipal Development Plan, Climate Strategy and other City policies?

Creating the Local Area Plan
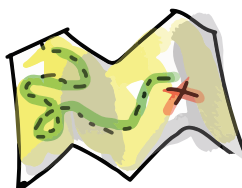
PHASE 1 ENVISION	**PHASE 2 EXPLORE**	**PHASE 3 REFINE**
Looking back at the past, understanding the present and envisioning the future of the area.	Exploring where and how growth and change could happen in the area.	Refining the plan and confirming the investment priorities.

LOCAL AREA PLAN

CHAPTER 1: **VISUALIZING GROWTH**	CHAPTER 2: **ENABLING GROWTH**	CHAPTER 3: **SUPPORTING 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?	*What type of growth makes sense where and what local/custom direction is needed to realize great development in this area?*	*If growth occurs, what physical and social investments are needed?*
• **History & Current State** 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 East Calgary International Avenue Communities Local Area Plan was informed by input provided by thousands of participants over multiple phases and multiple years. The Plan sets the vision for the area over 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 East Calgary International Avenue Communities Local Area Plan, please review the following What We Heard & What We Did reports.

East Calgary International Avenue Communities Local Area Planning Project Key Themes & What We Did Report.

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 Did Report

Phase 3 What We Did Report

Creating Cultural Connections
in the Greater Forest Lawn Communities

23-0034772-ADV-26140

Introduction

Creating Cultural Connections was a series of targeted engagement efforts developed as part of the Greater Forest Lawn Communities Local Area Planning (LAP) project's commitment to equity and further interest to plan culturally.

In doing so, the innovative approach reduced barriers to participation and provided more opportunities for inclusive engagement. This work is part of ongoing efforts in the local area planning process to create plans that better reflect the communities and demographics within the plan areas.

In the broadest sense, culture is anything that defines the unique identity of a community or social group. Planning Culturally is the practice of planning that adds a cultural lens by integrating cultural considerations into the way The City undertakes its work.

Project History

In 2022, the project team began working together to create a future vision for how land could be used and redeveloped in the area. Using a phased approach, the project team had conversations with community associations, community members, key impacted and interested groups, along with industry representatives in consideration of the communities of Albert Park/Radisson Heights, Applewood Park, Dover, Erin Woods, Forest Heights, Forest Lawn, Forest Lawn Industrial, Penbrooke Meadows, Red Carpet, Southview, 09Q, and a portion of Golden Triangle.

The Plan Area is comprised of these 12 communities that make up nearly 60,000 residents. The communities are home to a high percentage of Indigenous, racialized and immigrant populations. Nearly seven per cent of the population identifies as Indigenous, and 44 per cent of the population are visible minorities, and over 30 per cent are immigrants.

The approaches and actions taken as part of the Creating Cultural Connections work are intended to build closer and more trusting relationships between The City's Community Planning team and cultural communities within the Plan Area.

Throughout engagement for the project, concerns were heard about the previous Plan name "Greater Forest Lawn Communities Local Area Plan." Engagement undertaken in Phase 3 resulted in a shortlist of alternate names. Taking various factors into consideration, a new Plan name of "East Calgary International Avenue Communities Local Area Plan" was selected for Council approval.

"This was a good opportunity for our community. I hope these efforts continue."
— Participant

Process

With support from The City's Arts & Culture and Community Strategies divisions, the project team moved forward with Creating Cultural Connections, an engagement approach that sought to gather feedback from the notable representation of cultural communities in the Plan Area for further policy considerations.

This approach allowed the team to ensure that engagement was grounded with a deeper understanding of culture and opportunity to influence the formulation of planning policy.

Using cultural categories that included ethnocultural organizations, community nonprofits, sports organizations, artist and cultural infrastructure and others, key priority groups for Creating Cultural Connections were identified within the Plan Area. To build connections with these groups to host Creating Cultural Connections sessions, community engagement was conducted in two parts:

- **Part 1 – Pre-Engagement:**

  Outreach and pop-up events were held in communities to build awareness and identify contacts from less represented organizations or groups. Concurrently, the project team conducted a further plain language review of content used from Phase 1 and 2 for use during Creating Cultural Connections sessions.

- **Part 2 – Co-hosted Sessions:**

  After making connections, the project team began to co-host sessions. Before each session, the project team worked with cultural community contacts to determine appropriate facilitation methods, accommodations (including language interpretation) and other considerations.

  A co-hosting method was intentionally used to ensure relevancy and support participation with the different cultural communities. Spending time to go through content and session flow with each group, asking their advice on current assets, existing issues and future opportunities. In addition to utilizing their own community members for interpretation, content navigation and outreach, they helped the project team broker relationships and address barriers such as lack of trust, confusion, high complexity, and general engagement fatigue.

"This is our city, our home, our lives, thank you for coming today. It is going to affect our families so being part of this is really important. To the City – these are the leaders and eyes of our community and now you are connected with them. They will be here for you."

— *Participant*

Impact

Through the targeted efforts made with Creating Cultural Connections the project team interacted with over 700 community members and co-hosted sessions with seven different cultural groups, including members of the Vietnamese, Filipino, South Sudanese and Indigenous communities, Ethiopian and Eritrean business owners, Alex Community Food Centre and Eastview Basketball Association.

Ideas and perspectives shared by the participants during the Creating Cultural Connections sessions allowed the project team to include additional policy considerations into the local area plan. Changes to the policy framework included:

- Supporting opportunities for placemaking and naming of existing features within the Plan Area, including, but not limited to, streets, parks, open spaces, and public facilities, that 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 as part of future upgrades.
- Reinforcing the commitment to pursue recreational and multicultural centres that can facilitate cultural expression and various activities.
- Investing in accessible, inclusive, and year-round programming of parks and open spaces, for people of all ages, cultural backgrounds, and abilities to promote overall community wellness and quality of life.

Building relationships with groups that have previously been missing or excluded from the planning process ensured that perspectives and lived experiences are reflected in the policies that will guide growth and change in their communities over the next 30 years.

7 co-hosted sessions
with different **cultural groups**

700+ interactions
with **community** members
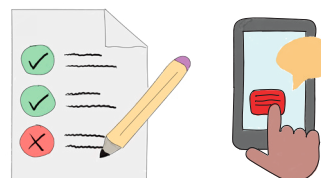
422 comments
during **pre-engagement**

Next Steps

The Local Area Planning program will review opportunities to implement activities from the Creating Cultural Connections efforts for upcoming local area plans. Processes within the program look to continuously improve and seeks equity as well as the inclusion of a cultural lens as a key part of the evolution of the Local Area Planning program.

Calgary Planning Commission Review

Summary of comments from Calgary Planning Commission – 2023 December 7 Closed Session workshop and Administration's follow up.

Comment	Edits	Administration Follow Up
Topic 1: Urban Form and Building Scale		
A) Barlow Trail SE between 9 Avenue SE and 17 Avenue SE in the Albert Park / Radisson Heights community		
Given that the area is very close to the Franklin LRT station and the BRT station on 17 Avenue SE, expand Low Scale (6 stories).

Integrate Barlow Trail as a linear Park with connections to the community and the Bow River. | In Albert Park/Radisson Heights the Neighbourhood Connector urban form category was expanded to accommodate more variety in housing close to the Franklin LRT station. Low-Modified Scale and Low Scale were expanded around Radisson Heights Park and at the north and south edges of the community. | The Plan envisions that Barlow Trail will be re-imagined as part of a future master plan. |
B) 34 Avenue SE between 26 Street SE and 36 Street SE in the Dover community		
Expand the Neighbourhood Connector urban form category to add the potential for H-GO district housing types along 34 Avenue SE. The 34 Avenue SE corridor is an excellent location to change the urban fabric in the neighbourhood and take advantage of the investment in the linear park/bicycle pathway infrastructure.	Along 34 Avenue SE, the Plan expanded the Neighbourhood Connector urban form category to allow for a range of housing types that can take advantage of the investment in the linear park/bicycle pathway infrastructure. Along 34 Avenue SE, the Plan expanded the Low Scale to allow for a range of housing types.	Throughout the communities, pathway and bicycle infrastructure has been upgraded with a significant upgrade to 34 Avenue SE. Due to the width of the roadway, upgrades include pathways, a linear park and vegetation naturalization. This project has yet to be completed at this time but once completed the community can benefit from increased usage and residing along this avenue.
C) Is Low Scale (up to 6 storeys) appropriate along the entire stretch of 36 Street SE, especially south of 17 Avenue SE?		
If there is a Bylaw Setback along 36 Street SE, make sure there is enough depth to develop. Expand beyond the face of 36 Street SE.	Along 36 Street SE, the Plan expanded the Low Scale on the street behind 36 Street SE to account for public realm setbacks and to provide flexibility on built form.	This change will give greater flexibility for redevelopment while still maintaining the possibility of increased space for public street infrastructure.
D) Low-Modified Scale (up to 4 storeys) appropriate along 8 Avenue SE / Penbrooke Drive SE between 52 Street SE and Memorial Drive E in the Penbrooke Meadows community?		
Along 8 Avenue SE/Penbrooke Drive SE allow enough growth for it to be feasible so not less than 4 stories and perhaps go up to 6 stories.	The Plan added Low Scale (6 storeys) closer to Memorial Drive, neighbourhood parks and schools.	Scales of up to 6 stories are appropriate along corridors such as 8 Avenue SE which is also the location of a Neighbourhood Activity Centre consisting of Forest Lawn Library and the Bob Bahan Recreation Centre.
E) What building scale should be considered adjacent to the Franklin LRT Station in the Albert Park / Radisson Heights community?		
Expand 26 stories close to Franklin LRT Station. Highest	The Plan extended Neighbourhood Flex along	The High Scale allows for greater flexibility for any re-

scales should be located within Transit Oriented Development areas. Extend Neighbourhood Flex along Radcliffe Drive for multi-family development opportunities. Franklin Station outside the boundary area should be a Comprehensive Planning Site.	Radcliffe Drive. High Scale was added to Franklin Station and the Grace Baptist Church site.	development on the Franklin LRT station Park and Ride site. Once the LAP for the area north of this Plan Area is in progress, ensure that Franklin Station LRT sites north of Memorial Drive can support and encourage connectivity with the Plan Area across Memorial Drive.
F) Do you think any other changes to the draft Urban Form and Building Scale Maps should be considered? Please explain what change(s) you think should be considered.		
Strongly encourage that the landfill site be changed to Industrial so that it can have an urban form and be outlined on the map.	The Plan changed the East Calgary Landfill to Industrial Heavy urban form.	The Landfill is also a Special Policy Area that can set the groundwork for any potential future redevelopment on site.
Topic 2: Implementation Options		
Celebrate and encourage diversity including increasing diversity of economic profiles. Tie funding to growth. Explore different ways for people to feel more comfortable and safer in the area, this will encourage development.	The Plan supports investing in accessible, inclusive and year-round programming of parks and open spaces, for people of all ages, cultural backgrounds and abilities to promote overall community wellness and quality of life. The Plan lists many actions for the communities to support safety by addressing crime and social concerns.	Supporting growth through community improvements and investment opportunities will be coordinated with available funding. Some improvements can be funded via community initiatives and grants.
Topic 3: Incorporating Culture		
Look at opportunities for parks and green space for equity on how people use amenities differently. Policies that encourage cultural expression. Some core values are not related to LAP. Amend to tailor more to the Plan communities. Need community facilities and new multi-cultural facility to be deeply interwoven into planning culturally. Connect cultural groups to highlight and emphasize their cultural strength and put it into the Plan (e.g. how to build out space based on people's needs).	The Plan encourages greater flexibility in land use that will promote vibrancy and cultural diversity along 17 Avenue (International Avenue) by supporting various arts and culture initiatives. This is now made clear in the core values. Development of the Forest Lawn Multi-Service Centre is encouraged in the Plan for investment to accommodate the communities' needs. Building relationships with groups that have previously been missing or excluded from the planning process helped ensure that perspectives and lived experiences are reflected in the policies.	It will be important to continue building relationships within these communities to ensure that culture, inclusion and diversity remain a key component of the Plan Area. The Local Area Planning program will review opportunities to implement activities learned through engagement for upcoming local area plans. Processes within the program look to continuously improve and seek equity as well as the inclusion of a cultural lens as a key part of the evolution of the Local Area Planning program.

East Calgary International Avenue Communities
Local Area Plan

July 3, 2024

RECOMMENDATION(S):

That Infrastructure and Planning Committee:

1. Forward this Report to the 2024 September 10 **Public Hearing Meeting of Council**; and

That Infrastructure and Planning Committee recommend that Council:

2. Give FIRST READING to the proposed bylaw, the proposed East Calgary International Avenue Communities Local Area Plan (Attachment 2);

3. WITHHOLD second and third readings of the proposed bylaw until the East Calgary International Avenue Communities Local Area Plan has been approved by the Calgary Metropolitan Region Board; and

4. Following third reading of the proposed bylaw to adopt the proposed East Calgary International Avenue Communities Local Area Plan, REPEAL by bylaw the Albert Park/Radisson Heights Area Redevelopment Plan, Forest Lawn/Forest Heights/Hubalta Area Redevelopment Plan, International Avenue Area Redevelopment Plan, Applewood Park Area Structure Plan and Eastfield Area Structure Plan.

Home is Here: The City of Calgary's Housing Strategy

Vision: Everyone in Calgary has an affordable place to call home.

Outcome 1
Increase the supply of housing to meet demand and increase affordability.

Outcome 2
Support affordable housing providers to deliver services that make a positive impact.

Outcome 3
Enable The City's housing subsidiaries to improve service delivery.

Outcome 4
Ensure diverse housing choice to meet the needs of equity-deserving populations.

Outcome 5
Address the affordable housing needs of Indigenous people living in Calgary.

Plan Area

Plan Area

12 Communities

- Albert Park/Radisson Heights
- Applewood Park
- Dover
- Erin Woods
- Forest Heights
- Forest Lawn
- Forest Lawn Industrial
- Penbrooke Meadows
- Red Carpet
- Southview
- 09Q
- A portion of Golden Triangle

Local Challenges and Opportunities

Population stability & diversity

Housing needs

Community amenities

Local parks

Sustainability

What We Heard

"I would like to see an enhanced pathway system that would provide the possibility of safety, accessing greenspace and commercial areas by bicycle."

"I specifically love the focus on mobility, diversity and embracing the multicultural tourism that the zone is known for."
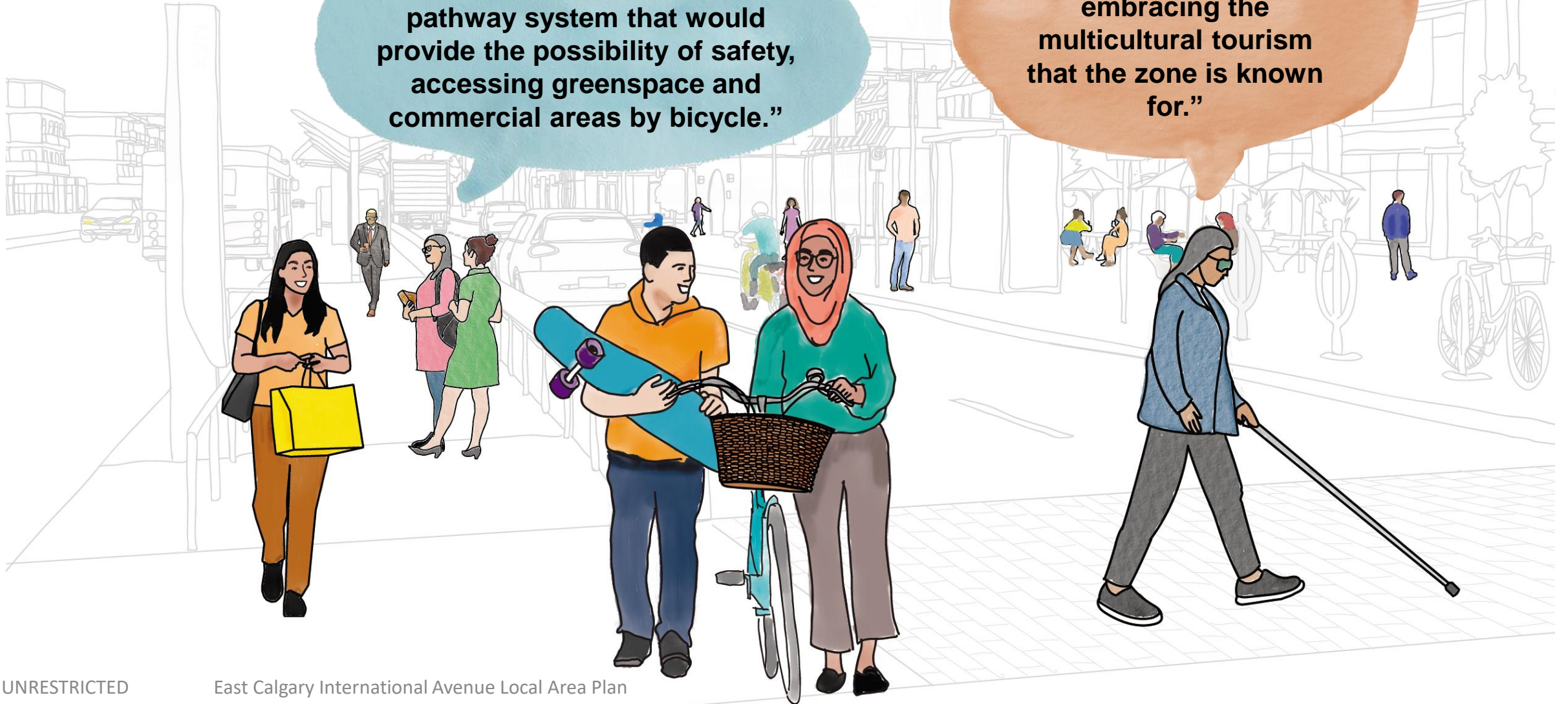
Creating Cultural Connections

7
co-hosted meetings

140+
people reached

400+
comments received

East Calgary International Avenue Local Area Plan

Core Values and Key Ideas

Direction to inform decisions about future development and investment over the next 30 years.

Diverse, Accessible and Quality Housing Options

Safe, Efficient and Well-Connected Mobility Choices

Enhance Parks, Open Spaces, Recreation and Community Facilities

Build Low Carbon and Climate Resilient Communities

Support Diverse Culture, Arts and Business

Urban Form and Building Scale Maps
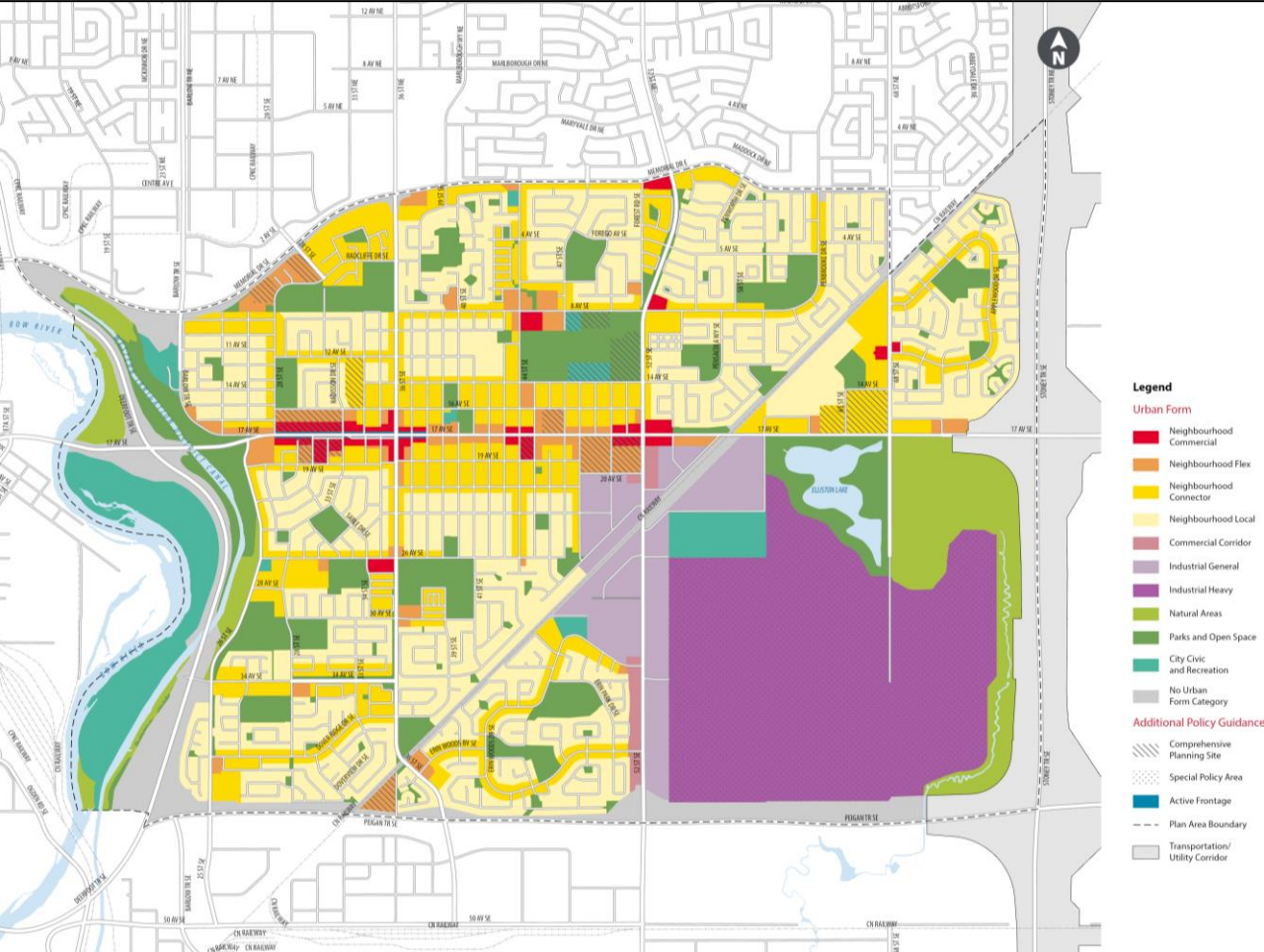
Urban Form Map
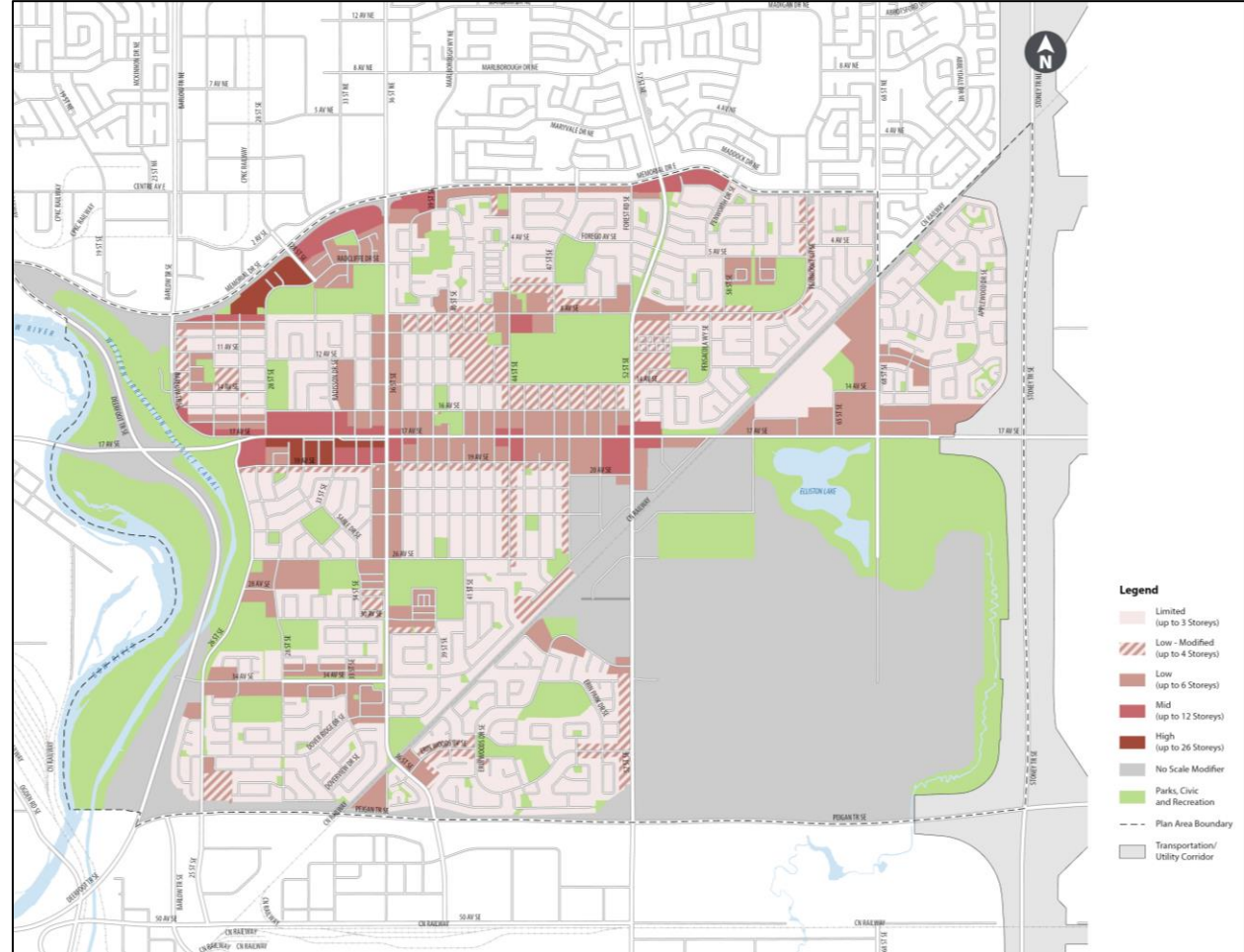
Building Scale Map

New Plan Name Recommendation

✓ **East Calgary International Avenue Communities**

East Central Communities

Greater Forest Lawn Communities

East Calgary International Avenue Local Area Plan

RECOMMENDATION(S):

That Infrastructure and Planning Committee:

1.   Forward this Report to the 2024 September 10 **Public Hearing Meeting of Council**; and

That Infrastructure and Planning Committee recommend that Council:

2.   Give FIRST READING to the proposed bylaw, the proposed East Calgary International Avenue Communities Local Area Plan (Attachment 2);

3.   WITHHOLD second and third readings of the proposed bylaw until the East Calgary International Avenue Communities Local Area Plan has been approved by the Calgary Metropolitan Region Board; and

4.   Following third reading of the proposed bylaw to adopt the proposed East Calgary International Avenue Communities Local Area Plan, REPEAL by bylaw the Albert Park/Radisson Heights Area Redevelopment Plan, Forest Lawn/Forest Heights/Hubalta Area Redevelopment Plan, International Avenue Area Redevelopment Plan, Applewood Park Area Structure Plan and Eastfield Area Structure Plan.

Planning & Development Services Report to
Infrastructure and Planning Committee
2024 July 03

ISC: UNRESTRICTED
IP2024-0682

Multiple Municipal Historic Resource Designations – Summer 2024

PURPOSE

The purpose of this report is to recommend Council approval to designate multiple historic buildings as Municipal Historic Resources.

PREVIOUS COUNCIL DIRECTION

C2018-1158 directed Administration to "continue to legally protect heritage assets and directly support landowners".

RECOMMENDATION:

That Infrastructure and Planning Committee recommend Council give three readings to each of the following proposed bylaws, to designate as Municipal Historic Resources:

  a) the Jones Residence (Attachment 2);
  b) the Magarrell Residence (Attachment 3).

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

Acting General Manager Debra Hamilton concurs with this report. The proposed designations will meaningfully contribute to Calgary's commitment to protecting our historic places.

HIGHLIGHTS

- Designation as Municipal Historic Resources ensures these buildings are conserved for all Calgarians, protecting against demolition or unapproved alterations to heritage elements. It also makes private owners eligible for conservation grant funding from The City of Calgary and Government of Alberta.
- Conservation and rehabilitation of Calgary's historic buildings and sites is important to Calgary's culture, history and identity. It supports investment in the local economy through skilled trades and reduces environmental impacts through the reuse of existing buildings and materials.
- The two properties in this report represent the Pre-World War 1 Boom / Age of Optimism (1906 – 1913).
- The owners/stewards of the properties have formally requested designation.
- Approval of the two (2) designations in this report would bring the total number of sites designated by bylaw in Calgary to 163.

DISCUSSION

The following sites are proposed for Municipal Historic Resource designation. They have been evaluated by Heritage Calgary using the Council-approved Historic Resource Evaluation System, which assesses sites against nine value areas. Historic resources that have undergone evaluation and demonstrate adequate physical integrity may qualify for protection under a Designation Bylaw.

Planning & Development Services Report to
Infrastructure and Planning Committee
2024 July 03

ISC: UNRESTRICTED
IP2024-0682

Multiple Municipal Historic Resource Designations – Summer 2024

Jones Residence
- Built in 1911 – pre-World War 1 Boom / Age of Optimism Era (1906 – 1913)
- 1302 Prospect AV SW [Upper Mount Royal]
- Valued as a well-crafted, picturesque example of the Tudor Revival style with prominent façades fronting both 12th Street and Prospect Avenue and symbolic of early development in Mount Royal.

Magarrell Residence
- Built in 1912 – Pre-World War 1 Boom / Age of Optimism (1906 – 1913).
- 1501 25 AV SW [Bankview]
- The Magarrell Residence possesses symbolic significance as an early, extant representation of pre-First World War housing stock that contributed to the development of the new Bankview district as a middle-class neighbourhood distant from the city centre but well-connected via the new street railway system.

Proposed Bylaw Schedules
The proposed designation bylaws are provided as Attachments 2 and 3.

Each proposed bylaw provides conditions for the treatment of that property. Schedule A is the building's location. Schedule B outlines specific 'Regulated Portions' that cannot be removed, altered or destroyed without approval from The City of Calgary. Schedule C is a list of key standards from the Standards and Guidelines for the Conservation of Historic Places in Canada, a national best-practice manual.

EXTERNAL ENGAGEMENT AND COMMUNICATION

☐ Public engagement was undertaken

☒ Public/interested parties were informed

☒ Dialogue with interested parties was undertaken

☒ Public communication or engagement was not required

Property owners have expressly requested and agreed to designation of their properties as Municipal Historic Resources. Each property owner was circulated their proposed bylaw and provided agreement in writing to it being presented to Infrastructure and Planning Committee and to City Council. Per the Alberta Historical Resources Act, a 'Notice of Intention' to designate each property was issued to the property owners with the 60-day notice as required by the Act.

Heritage Calgary, the Civic Partner tasked with advising Council on all matters relating to Calgary's heritage, has expressed support for these proposed designations as outlined in Attachment 4 to this report.

IMPLICATIONS

Social

Protection of Calgary's heritage resources through designation is an essential part of conserving our history, culture and identity. A 2020 Citizen Perspective Survey indicates a majority of Calgarians agree that conservation of Calgary's historic buildings and sites is important to them personally (83%), to Calgary's culture (94%) and for future generations to enjoy (86%).

Planning & Development Services Report to   **ISC: UNRESTRICTED**
Infrastructure and Planning Committee   **IP2024-0682**
2024 July 03

Multiple Municipal Historic Resource Designations – Summer 2024

Environmental

Conservation of heritage resources contributes to reducing carbon emissions through avoidance of new material use and diverted landfill waste. Historic buildings have 'inherent sustainability' through their long lifecycle, reparability and traditional building design. Demolition of buildings in Canada generates approximately 25% of all landfill waste, so conservation of historic buildings offers a significant opportunity to reduce unnecessary landfill usage and material loss. Additionally, conserving cultural landscapes retains mature trees and associated microclimates.

Economic

The conservation of heritage resources has economic benefits, including job growth and retention in skilled trades and construction, increased tourism through attractive streets, demonstrated economic lift to surrounding areas and attracting innovative/start-up businesses by offering distinctive commercial/industrial spaces.

Service and Financial Implications

No anticipated financial impact

There are no anticipated financial impacts associated with this report. Legal protection provided through Municipal Historic Resource designation enables property owners to apply for grants under The City of Calgary's Municipal Heritage Conservation program.

RISK

No risks have been identified in designating the proposed sites as Municipal Historic Resources. The property owners agree with the proposed designations, which do not prescribe activities in the buildings or on the properties. Designation allows each owner to retain all rights to the individual enjoyment of their property and does not prevent a property from being sold.

ATTACHMENTS

1. Previous Council Direction, Background
2. Proposed Wording for a Bylaw to Designate the Jones Residence as a Municipal Historic Resource
3. Proposed Wording for a Bylaw to Designate the Magarrell Residence as a Municipal Historic Resource
4. Heritage Calgary Letters of Support
5. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning & Development Services	Approve

Authors:
Kimberly Haskell and Amy Stevens, City and Regional Planning

Background

Context

Protecting heritage sites through legal designation is an internationally recognized best practice in planning and is supported by City of Calgary policy. The two (2) proposed Municipal Historic Resource Designations in this report follow the Calgary Heritage Strategy mandate to 'Identify', 'Protect' and 'Manage' sites of heritage significance.

Detailed information on the qualifications and processes for designation as a Municipal Historic Resource, and incentives (including grants) can be found online at www.calgary.ca/heritage (see 'About Heritage Designation').

Designations are owner-driven and can be affected by influences outside of Heritage Planning's purview.

Previous Council Direction

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
11/8/2022	C2022-1051	2023-2026 Service Plans and Budgets One of the City Planning and Policy Service service's goals is to build a resilient city of attractive, inclusive, and equitable communities that meet the various lifestyle choices of Calgarians, and employment areas that support diversity in our economy. This work directly supports the preservation of irreplaceable heritage buildings.
11/7/2016	CPS2016-0867	Culture Plan for Calgary Heritage Conservation is identified as one of the 5 Strategic Priorities of the Plan.
2/4/2008	LPT2007-0064	Calgary Heritage Strategy (2008) The Strategy states that significant historic resources "can and should be protected through designation bylaws".

Proposed Wording for a Bylaw to Designate the Jones Residence as a Municipal Historic Resource

WHEREAS the *Historical Resources Act*, R.S.A. 2000 c. H-9, as amended (the "*Act*") permits The City of Calgary Council ("City Council") to designate any historic resource within the municipality whose preservation City Council considers to be in the public interest together with any specified land in or on which it is located, as a Municipal Historic Resource;

AND WHEREAS the owners of the Jones Residence have been given sixty (60) days written notice of the intention to pass this Bylaw in accordance with the *Act*;

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

SHORT TITLE

1. This Bylaw may be cited as "City of Calgary Bylaw to Designate the Jones Residence as a Municipal Historic Resource".

BUILDING AND LAND DESIGNATED AS A MUNICIPAL HISTORIC RESOURCE

2. The building known as the Jones Residence, located at 1302 Prospect AV SW, and the land on which the building is located being legally described as PLAN CALGARY 2112AC BLOCK FORTY SEVEN "A" (47A) THOSE PORTIONS OF LOTS NINE (9) AND TEN (10) LYING SOUTH OF THE NORTHERLY FIFTY FIVE (55) FEET THEREOF EXCEPTING THEREOUT ALL MINES AND MINERALS (the "Historic Resource"), as shown in the attached Schedule "A", are hereby designated as a Municipal Historic Resource.

3. The specific elements of the Historic Resource possessing heritage value are hereafter referred to as the Regulated Portions (the "Regulated Portions"). The Regulated Portions are identified in the attached Schedule "B".

PERMITTED REPAIRS AND REHABILITATION

4. a) The Regulated Portions of the Historic Resource as described or identified in Schedule "B" shall not be removed, destroyed, disturbed, altered, rehabilitated, repaired or otherwise permanently changed, other than for routine preservation and maintenance work, without prior written approval from City Council, or the person appointed by City Council as the Approving Authority for the purposes of administration of Section 26 of the *Act*. Any alteration, rehabilitation, repair or change to the Regulated Portions must be in accordance with the terms of the Parks Canada 2010 publication Standards and Guidelines for the Conservation of Historic Places in Canada, (the "*Standards and Guidelines*"), as referenced and summarized in the attached Schedule "C".

   b) All portions of the Historic Resource which are not described or identified as a Regulated Portion in Schedule "B" are hereby known as the Non-regulated Portions (the "Non-regulated Portions"). The Non-regulated Portions are not subject to the *Standards and Guidelines* and may be rehabilitated, altered or repaired, provided that such rehabilitation, alteration, and repair does not negatively impact the Regulated Portions or adversely

affect the historical, contextual or landmark character of the property, and that all other permits required to do such work have been obtained.

COMPENSATION

5. No compensation pursuant to Section 28 of the *Act* is owing.

EXECUTION OF DOCUMENTS

6. Any employees of The City of Calgary who exercise land use and heritage planning powers and duties are hereby authorized to execute such documents as may be necessary to give effect to this Bylaw.

SCHEDULES

7. The schedules to this Bylaw form a part of it.

ISC: Unrestricted

SCHEDULE "A"

Calgary

1302 PROSPECT AV SW

COLBORNE CR SW

13 ST SW

12 ST SW

PROSPECT AV SW

MONTREAL AV SW

Legend

1302 PROSPECT AV SW

Building Footprint

Lot Line

Block Boundary

Plan Outlines

1:1,500

Meters

0   20   40   60

Date: Wednesday, October 4, 2023
File:X:\156...\1302 PROSPECT AV SW.mxd
Business & Technical Services

SCHEDULE "B"

REGULATED PORTIONS

1.0 Context, Orientation and Placement

The following elements are regulated:

a) The building's existing location and placement on the land (attached Schedule "A" and Image 1.1).

(Image 1.1: Building orientation and placement on parcel)

2.0 Form, Scale, Massing and Roof

The following elements are regulated:

a) Two and a half storey massing; L-shaped plan with two storey polygonal tower at the centre (attached Schedule "A", Images 1.1 and 3.1);

b) Primary steep pitched, cross-gable roof with jettied gable pediments (east and north) with narrow wood vergeboards; lower portion of gables with heavy wood vergeboards and wood tongue-and-groove eaves with exposed rafters; flared eave on south-facing roof plane; shed roof on east- and north-side wraparound enclosure (formerly conservatory) with wood tongue-and-groove eaves and exposed rafters; flat roof on polygonal tower (Images 3.1, 3.3, 3.6, 4.1, and 5.1);

c) Secondary steep pitched roofs comprised of jettied gable pediments on paired dormers (south) and roof over two-story box bay window (west); all with narrow wood vergeboards (Images 4.1, 5.1 and 5.3); and

d) Tall, red brick, internal chimney stacks (3) with decorative corbelled caps (Image 3.1).

3.0 East façade

The following elements are regulated:

a) Random ashlar, cut sandstone foundation; red and brown banded, English-bond brick cladding topped with moulded wood cornice (1st storey); 2nd storey clad in rough-cast stucco with decorative wood half-timbering, shingles, belt course and corner boards (Image 3.1);

b) Square plan, east- and north-side wraparound enclosure (formerly conservatory) random ashlar, cut sandstone foundation with battered (sloped) profile on north corner; multi-pane-over-single pane wood window profile; wood window casings (Images 3.1 and 3.3);

c) Two storey, polygonal tower with original wood multi-pane-over-single pane windows (2) and paired assembly (1); wood casings, sills and trim; moulded frieze and cornice (Images 3.1, 3.3 and 3.9);

d) Original fenestration with wood windows including the following configurations: single (5), paired (1) and triple (1) assemblies of multi-pane-over-single pane; paired multi-light casement window profile; wood casing; soldier course brick headers and both rowlock and header course bricks sills (1st storey), wood sills, trim and mullions (2nd storey) (Images 3.1 – 3.3 and 3.7 – 3.9);

e) Primary entry way tabbed with cut sandstone stone set into the brick cladding (Images 3.1 and 3.3); and

f) Above grade, rounded terrace comprised of random ashlar, cut sandstone retaining wall with decorative blind arcade topped by rusticated even course, cut sandstone balustrade and coping (Images 3.1 – 3.5).

Note: A return to the original wood shingle cladding on the jettied gable pediments (see Image 3.1) would not be precluded. The shingle cladding was replaced with horizontal wood cladding and is not regulated.

A return to the original fenestration and wood shingle cladding on the east- and north-side wraparound enclosure (formerly conservatory – see Image 3.1) would not be precluded. Both were altered at an unknown date and are not regulated.

(Image 3.1: East and north façades ca. 1930 showing form, roof profile, cladding, fenestration and above grade, rounded terrace retaining wall - courtesy of Glenbow Library and Archives Collection (CU 1234217)

(Image 3.2: Portion of east façade showing typical random ashlar, cut sandstone foundation, banded brick cladding (1st storey) and decorative wood half-timbering and shingles (2nd storey).

(Image 3.3: East façade ca. 1995 showing battered (sloped) north corner of sandstone foundation and main entry way tabbed with cut sandstone)

(Image 3.4: Interior of above grade, rounded terrace with cut sandstone balustrade and coping)

Image 3.5: Detail of red and brown
banded, English-bond brick cladding.

(Image 3.6: Close up of moulded wood cornice above brick cladding, decorative wood half-timbering and eaves with exposed rafters)

Image 3.7: Example of original fenestration with multi-light-over-single pane wood window with soldier course brick header and rowlock brick sill. Note: Storm window is not regulated.	Image 3.8: Example of original fenestration with multi-light-over-single pane wood window with soldier course brick header and header course brick sill. Note: Storm window is not regulated.

(Image 3.9: Example of original fenestration of multi-light-over-single pane wood windows and casings. Note: Storm windows are not regulated)

4.0 South façade

The following elements are regulated:
a) Random ashlar, cut sandstone foundation; red and brown banded, English-bond brick cladding (Image 4.1);
b) Inset central porch with original wood multi-pane-over-single pane windows (4); paired six-panel wood doors (2) on both ends of the porch; paired square wood posts (Images 4.1 – 4.3);
c) Paired dormers on side-gabled roof with original wood multi-pane-over-single pane windows in quad assemblies (2); wood window casings, sills, mullions and trim; wood corner boards, (Image 4.1); and
d) Original fenestration of multi-pane-over-single pane, paired wood window assemblies (2); soldier course brick headers; rowlock brick sills, wood mullions (Image 4.1).

Note: A return to the open railing with square wood balusters on the inset porch (see Image 4.1) would not be precluded. The railing was altered after 1995 and is not regulated.

(Image 4.1: South façade ca. 1995 showing side-gable roof with flared bottom eave, inset porch and paired dormers)

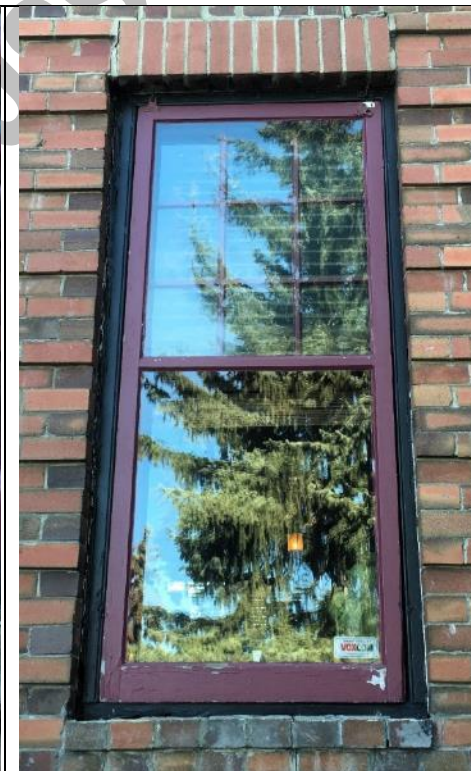|	
Image 4.2: Example of the paired, six-panel wood doors in the inset central porch (west side).	Image 4.3: Example of original fenestration of multi-light-over-single pane window with soldier course brick header and rowlock course brick sill. Note: Storm window is not regulated.

5.0 West façade

The following elements are regulated:

a) Random ashlar, cut sandstone foundation; red and brown banded, English-bond brick cladding (1st storey) topped with moulded wood cornice; 2nd storey clad in rough-cast stucco with decorative wood half-timbering, shingles, belt course and corner boards (Images 5.1 – 5.3);

b) Two storey box bay window projection with random ashlar, cut sandstone foundation; red and brown banded, English-bond brick cladding; rough-cast stucco with decorative wood half-timbering; fenestration including original wood multi-pane-over-single pane windows in single (4) and triple (2) assemblies; rowlock course brick sill; wood frieze, cornice, sills, trim, mullions and corner boards (Images 5.1 and 5.3); and

c) Original fenestration with wood windows including the following configurations: single (3) and paired (2) assemblies of multi-pane-over-single pane windows; soldier course brick headers; rowlock course brick sills (1st storey); wood sills, trim and mullions (2nd storey) (Images 5.1 and 5.3).

(Image 5.1: Northerly portion of west façade showing banded brick cladding (1st storey), moulded wood cornice, rough-cast stucco and decorative wood half-timbering (2nd storey) and fenestration. Note: Storm windows are not regulated)

(Image 5.2: Southerly portion of west façade showing sandstone foundation, banded brick cladding (1st storey), moulded wood cornice, rough-cast stucco and decorative wood half-timbering and shingles (2nd storey) and fenestration. Note: Storm windows are not regulated)

(Image 5.3: Close up of two-storey box bay window projection. Note: Storm windows are not regulated)

SCHEDULE "C"

The primary purpose of the *Standards and Guidelines* is to provide guidance to achieve sound conservation practice. They are used to assess proposed changes to designated Municipal Historical Resources and form the basis for review and assessment for the approved rehabilitation program.

The *Standards and Guidelines* were developed by Parks Canada and were formally adopted by The City of Calgary in 2005. They provide a philosophical consistency for project work; and while neither technical nor case-specific, they provide the framework for making essential decisions about those features of a historic place, which should be maintained and cannot be altered.

The *Standards* listed below and the referenced *Guidelines* shall apply to the Regulated Portions and any rehabilitation or maintenance work undertaken with respect to them at any time.

The Standards

Definitions of the terms in italics below are set forth in the Introduction of the *Standards and Guidelines*. In the event of a conflict between the italicized terms below and those in the *Standards and Guidelines*, the latter shall take precedence. The Standards are not presented in a sequential or hierarchical order, and as such, equal consideration should be given to each. All Standards for any given type of treatment must therefore be applied simultaneously to a project.

General Standards (all projects)

1. Conserve the *heritage value* of a *historic place*. Do not remove, replace, or substantially alter its intact or repairable *character-defining elements*. Do not move a part of a *historic place* if its current location is a *character-defining element*.

2. Conserve changes to a *historic place* which, over time, have become *character-defining elements* in their own right.

3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.

4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other *historic places* or other properties or by combining features of the same property that never coexisted.

5. Find a use for a *historic place* that requires minimal or no change to its *character defining elements*.

6. Protect and, if necessary, stabilize a *historic place* until any subsequent *intervention* is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.

7. Evaluate the existing condition of *character-defining elements* to determine the appropriate *intervention* needed. Use the gentlest means possible for any *intervention*. Respect *heritage value* when undertaking an *intervention*.

8. Maintain *character-defining elements* on an ongoing basis. Repair *character-defining elements* by reinforcing their materials using recognized conservation methods. Replace in kind any

extensively deteriorated or missing parts of *character-defining elements*, where there are surviving prototypes.

9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible and identifiable upon close inspection and document any *intervention* for future reference.

Additional Standards Relating to Rehabilitation

10. Repair rather than replace *character-defining elements*. Where *character-defining elements* are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.

11. Conserve the *heritage value* and *character-defining elements* when creating any new additions to a *historic place* or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the *historic place*.

12. Create any new additions or related new construction so that the essential form and integrity of a *historic place* will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration

13. Repair rather than replace *character-defining elements* from the restoration period. Where *character-defining elements* are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.

14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

Guidelines

The full text of the *Standards and Guidelines* is available online through www.historicplaces.ca, or from:

Parks Canada National Office
25 Eddy Street
Gatineau, Quebec K1A 0M5

Proposed Wording for a Bylaw to Designate the Magarrell Residence as a Municipal Historic Resource

WHEREAS the *Historical Resources Act*, R.S.A. 2000 c. H-9, as amended (the "*Act*") permits The City of Calgary Council ("City Council") to designate any historic resource within the municipality whose preservation City Council considers to be in the public interest together with any specified land in or on which it is located, as a Municipal Historic Resource;

AND WHEREAS the owners of the Magarrell Residence have been given sixty (60) days written notice of the intention to pass this Bylaw in accordance with the *Act*;

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

SHORT TITLE

1. This Bylaw may be cited as "City of Calgary Bylaw to Designate the Magarrell Residence as a Municipal Historic Resource".

BUILDING AND LAND DESIGNATED AS A MUNICIPAL HISTORIC RESOURCE

2. The building known as the Magarrell Residence, located at 1501 25 AV SW, and the land on which the building is located being legally described as PLAN 3910R BLOCK 2 THE EASTERLY 40 FEET THROUGHOUT LOTS 2, 3 AND 4 (the "Historic Resource"), as shown in the attached Schedule "A", are hereby designated as a Municipal Historic Resource.

3. The specific elements of the Historic Resource possessing heritage value are hereafter referred to as the Regulated Portions (the "Regulated Portions"). The Regulated Portions are identified in the attached Schedule "B".

PERMITTED REPAIRS AND REHABILITATION

4. a) The Regulated Portions of the Historic Resource as described or identified in Schedule "B" shall not be removed, destroyed, disturbed, altered, rehabilitated, repaired or otherwise permanently changed, other than for routine preservation and maintenance work, without prior written approval from City Council, or the person appointed by City Council as the Approving Authority for the purposes of administration of Section 26 of the *Act*. Any alteration, rehabilitation, repair or change to the Regulated Portions must be in accordance with the terms of the Parks Canada 2010 publication <u>Standards and Guidelines for the Conservation of Historic Places in Canada</u>, (the "*Standards and Guidelines*"), as referenced and summarized in the attached Schedule "C".

   b) All portions of the Historic Resource which are not described or identified as a Regulated Portion in Schedule "B" are hereby known as the Non-regulated Portions (the "Non-regulated Portions"). The Non-regulated Portions are not subject to the *Standards and Guidelines* and may be rehabilitated, altered or repaired, provided that such rehabilitation, alteration, and repair does not negatively impact the Regulated Portions or adversely affect the historical, contextual or landmark character of the property, and that all other permits required to do such work have been obtained.

COMPENSATION

5. No compensation pursuant to Section 28 of the *Act* is owing.

EXECUTION OF DOCUMENTS

6. Any employees of The City of Calgary who exercise land use and heritage planning powers and duties are hereby authorized to execute such documents as may be necessary to give effect to this Bylaw.

SCHEDULES

7. The schedules to this Bylaw form a part of it.

SCHEDULE "A"

Calgary

1501 25 AV SW

SCHEDULE "B"

REGULATED PORTIONS

1.0 Context, Orientation and Placement
The following elements are regulated:
a) The building's existing location and placement on the property (attached Schedule "A")

2.0 Exterior
The following elements are regulated:
a) Two and a half storey form, scale and massing as expressed by the rectangular plan with short front façade (Images 2.1-2.4);
b) Medium pitched hipped roof with bell-cast eaves with closed wooden tongue-and-groove soffits and moulded frieze (Image 2.1 and 2.2);
c) Centered upper storey bay (north) and two storey bay (east) both with gabled dormer roofs with bell-cast pedimented eaves and decorative barge boards (Images 2.1 and 2.2).
d) Red brick cladding in running bond at first storey; upper storey clad in painted wood square shingles, flared above a plain wood continuous band; stucco finish above triple assembly window east façade bay (Image 2.1–2.5);
e) Enclosed porch with low-pitched hipped roof and offset entrance; closed wooden balustrade and soffits; tapered posts atop concrete and brick pedestals with sandstone caps (Images 2.1 and 2.6);
f) Two storey open porch with shed roof (south); closed wooden tongue-and-groove soffits; plain frieze above tapered posts atop concrete and brick pedestals with stone caps at first storey; wooden posts and square shingle clad balustrade at upper portion (Image 2.4);
g) Original fenestration on main floor and second storey comprised of 1-over-1 and single sash windows, with decorative diamond patterned multi-pane sashes on north and east facades except the porch and upper storey bay; segmental arch brick headers topped with rusticated course and protruding double course brick sills on first storey; wooden casings with protruding drip molds and sills on upper storey (Images 2.1–2.4 and 2.7 – 2.9); and
h) East facing red-brick chimney with corbeling at top (Images 2.1 and 2.2).

(Image 2.1: North façade)

(Image 2.2: East façade)

(Image 2.3: West façade)

(Image 2.4: South façade – main floor window is not regulated)

(Image 2.5: example of closed wooden tongue-and-groove soffits)

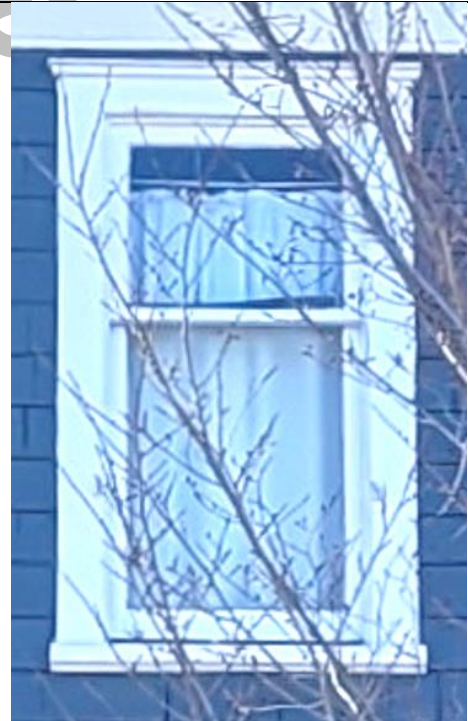(Image 2.6: concrete and brick pedestals with stone caps)

(Image 2.7: example of single sash window with decorative diamond patterned)

(Image 2.8: example of 1-over-1 window with decorative diamond patterned upper sash; segmental arch brick headers topped with rusticated course and protruding double course brick sills)

(Image 2.9: example of wooden casings with protruding drip molds and sills on upper storey)

SCHEDULE "C"

The primary purpose of the *Standards and Guidelines* is to provide guidance to achieve sound conservation practice. They are used to assess proposed changes to designated Municipal Historical Resources and form the basis for review and assessment for the approved rehabilitation program.

The *Standards and Guidelines* were developed by Parks Canada and were formally adopted by The City of Calgary in 2005. They provide a philosophical consistency for project work; and while neither technical nor case-specific, they provide the framework for making essential decisions about those features of a historic place, which should be maintained and cannot be altered.

The *Standards* listed below and the referenced *Guidelines* shall apply to the Regulated Portions and any rehabilitation or maintenance work undertaken with respect to them at any time.

The Standards
Definitions of the terms in italics below are set forth in the Introduction of the *Standards and Guidelines*. In the event of a conflict between the italicized terms below and those in the *Standards and Guidelines*, the latter shall take precedence. The Standards are not presented in a sequential or hierarchical order, and as such, equal consideration should be given to each. All Standards for any given type of treatment must therefore be applied simultaneously to a project.

General Standards (all projects)
1. Conserve the *heritage value* of a *historic place*. Do not remove, replace, or substantially alter its intact or repairable *character-defining elements*. Do not move a part of a *historic place* if its current location is a *character-defining element*.

2. Conserve changes to a *historic place* which, over time, have become *character-defining elements* in their own right.

3. Conserve *heritage value* by adopting an approach calling for *minimal intervention*.

4. Recognize each *historic place* as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other *historic places* or other properties or by combining features of the same property that never coexisted.

5. Find a use for a *historic place* that requires minimal or no change to its *character defining elements*.

6. Protect and, if necessary, stabilize a *historic place* until any subsequent *intervention* is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.

7. Evaluate the existing condition of *character-defining elements* to determine the appropriate *intervention* needed. Use the gentlest means possible for any *intervention*. Respect *heritage value* when undertaking an *intervention*.

8. Maintain *character-defining elements* on an ongoing basis. Repair *character-defining elements* by reinforcing their materials using recognized conservation methods. Replace in kind any

ISC: Unrestricted

extensively deteriorated or missing parts of *character-defining elements*, where there are surviving prototypes.

9. Make any *intervention* needed to preserve *character-defining elements* physically and visually compatible and identifiable upon close inspection and document any *intervention* for future reference.

Additional Standards Relating to Rehabilitation
10. Repair rather than replace *character-defining elements*. Where *character-defining elements* are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the *historic place*.

11. Conserve the *heritage value* and *character-defining elements* when creating any new additions to a *historic place* or any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the *historic place*.

12. Create any new additions or related new construction so that the essential form and integrity of a *historic place* will not be impaired if the new work is removed in the future.

Additional Standards Relating to Restoration
13. Repair rather than replace *character-defining elements* from the restoration period. Where *character-defining elements* are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.

14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

Guidelines
The full text of the *Standards and Guidelines* is available online through www.historicplaces.ca, or from:

Parks Canada National Office
25 Eddy Street
Gatineau, Quebec K1A 0M5

HERITAGE CALGARY

May 31, 2024

Infrastructure and Planning Committee
City of Calgary
PO Box 2100 Stn M
Calgary AB, T2P 2M5

Dear Members of Infrastructure and Planning Committee:

Re: Designation of the Jones Residence as a Municipal Historic Resource

Heritage Calgary, in accordance with its role to advise Council and Administration on heritage matters in the City of Calgary, would like to take this opportunity to support the designation of the Jones Residence, located in the community of Upper Mount Royal, as a Municipal Historic Resource.

The Jones Residence possesses style value as an exceptional example of the Tudor Revival style, with prominent facades fronting both 12 Street and Prospect Avenue, creating a picturesque quality. The Jones Residence is representative of early development of Upper Mount Royal, a garden suburb initially developed by Canadian Pacific Railway. The Tudor Revival elements can be seen in the Residence's hexagonal tower centred symmetrically between two large side-gable wings with half-timbering, multi-assembly windows, and large corbelled chimneys.

Jones Residence, ca. 1930. Photo credit: Glenbow Library and Archives

The 1911 Jones Residence is associated with early Calgary lawyer and Alderman Clifford Jones, who was an active contributor to local professional and political organizations. Jones's wife, Elizabeth Whyte, was a member of the Whyte family, known for their role in the development of Banff.

Jones, born in Nova Scotia, moved to Banff in 1895, where he taught for two years before moving to Calgary where he studied law. Clifford involved himself in archaeological circles and is the namesake of Jones Beach on Gull Lake.

The resource is a community landmark due to its prominence within the community, its architecture, and its namesake. Heritage Calgary is happy to support the designation of this important community landmark as a Municipal Historic Resource. Thank you for your thoughtful consideration on this matter.

Sincerely,

Josh Traptow

Josh Traptow
Chief Executive Officer
Heritage Calgary

HERITAGE CALGARY

May 31, 2024

Infrastructure and Planning Committee
City of Calgary
PO Box 2100 Stn M
Calgary, AB, T2P 2M5

Dear Members of the Infrastructure and Planning Committee:

Re: Designation of the Magarrell Residence as a Municipal Historic Resource

Heritage Calgary, in accordance with its role to advise Council and Administration on heritage matters in the City of Calgary, would like to take this opportunity to support the designation of the Magarrell Residence, located in the community of Bankview, as a Municipal Historic Resource.

The Magarrell Residence possesses symbolic significance as an early, extant representation of pre-First World War housing stock that contributed to the development of the new Bankview district as a middle-class neighbourhood distant from the city centre but well-connected via the new street railway system. It also possesses style value as a fine example of an Edwardian Gable-Front house that retains a high degree of exterior integrity, featuring a wide enclosed verandah and a prominent upper bay with bellcast eaves at the attic gable dormer.

Magarrell Residence, Calgary, Alberta, via City of Calgary

The Magarrell Residence is symbolic of Bankview, as both are a product of Calgary's enormous pre-First World War economic boom. Calgary's development was characterized by rapid growth, incorporation of adjacent farms and settlements within the city's boundaries, and the extension of Calgary's streetcar network. Bankview was developed by William Nimmons, who had acquired 320 acres of land on this hill from the Hudson's Bay Company in 1882. Nimmons farmed, ranched, and quarried this land until 1905, when he subdivided the land for development. The Residence was built by James R. Magarrell of Port Perry, Ontario, who constructed three contiguous and notable two-and-a-half storey brick and shingle houses on the former Nimmons lands.

Heritage Calgary is happy to support the designation of this important community landmark as a Municipal Historic Resource. Thank you for your thoughtful consideration on this matter.

Sincerely,

Josh Traptow
Chief Executive Officer
Heritage Calgary

Multiple Municipal Historic Resource Designations – Summer 2024
IP2024-0682

Infrastructure and Planning Committee

July 3, 2024

ISC: Unrestricted

RECOMMENDATIONS

That the Infrastructure and Planning Committee recommend that Council give three readings to each of the following proposed bylaws, to designate as a Municipal Historic Resource:

a) the Jones Residence (Attachment 2) and

b) the Magarrell Residence (Attachment 3).

Jones Residence

Address – 1302 PROSPECT AV SW

Built - 1911

Heritage Status - First added to The City's Heritage Inventory in 1995

WARD
8

Magarrell Residence

Address – 1501 25 AV SW

Built – 1912

Heritage Status - First added to The City's Heritage Inventory in 2022
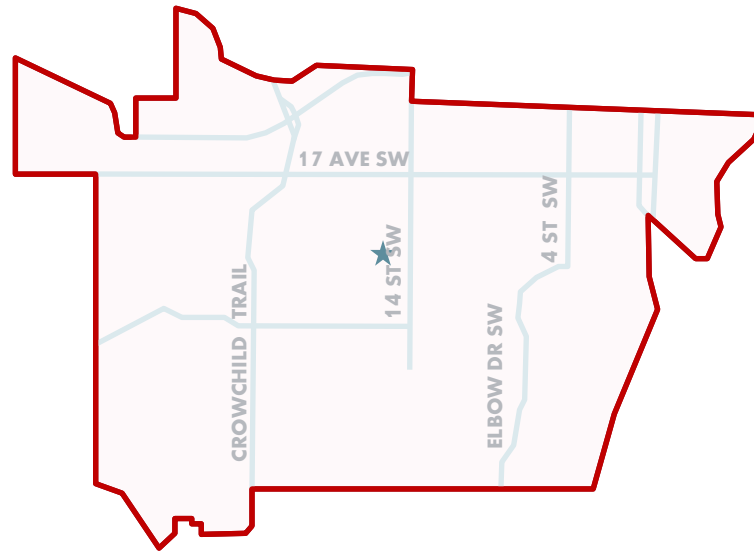
WARD 8

RECOMMENDATIONS

That the Infrastructure and Planning Committee recommend that Council give three readings to each of the following proposed bylaws, to designate as a Municipal Historic Resource:
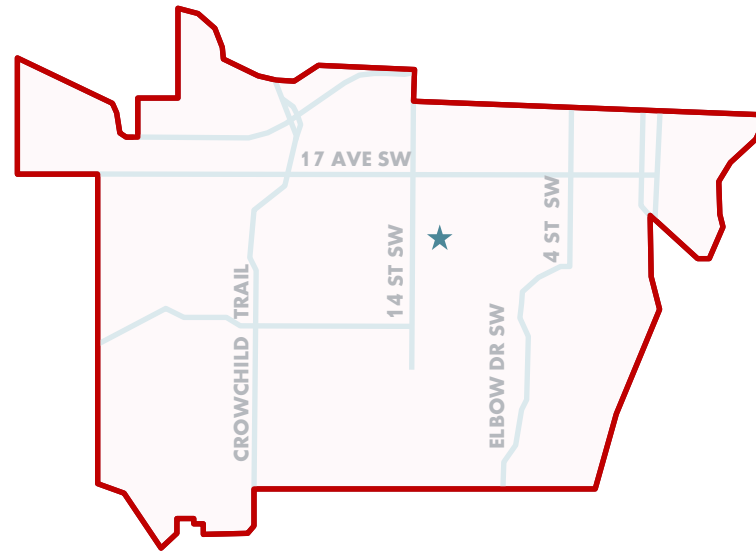
a) the Jones Residence (Attachment 2) and

b) the Magarrell Residence (Attachment 3).

Planning & Development Services Report to
Infrastructure and Planning Committee
2024 July 03

ISC: **UNRESTRICTED**
IP2024-0784

Calgary Planning Commission Governance Review and Amendments to the Calgary Planning Commission Bylaw 28P95

PURPOSE

The purpose of this report is to provide an update on the governance review of Calgary Planning Commission (CPC) and to seek approval of a first phase of updates.

PREVIOUS COUNCIL DIRECTION

None.

RECOMMENDATION:

That Infrastructure and Planning Committee recommends that Council:

1. Give three readings to Proposed Bylaw 64P2024 to amend the Calgary Planning Commission Bylaw 28P95.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. This first phase of updating the Calgary Planning Commission Bylaw will strengthen the Commission's role as a technical review body and broaden its membership, which in turn will support Council in making well-informed decisions that enable quality development outcomes for Calgarians city-wide.

HIGHLIGHTS

- The proposed CPC Bylaw amendments include removing Council Members from CPC, removing the Mayor as an ex officio member, increasing the number of public members by four and moving the start date for members to January.
- In 2023, Administration began a governance review of Calgary Planning Commission with the support of an external consultant.
- A comprehensive review of the CPC Bylaw has not been undertaken since its adoption in 1995.
- The governance review explored opportunities to strengthen processes and structures for interested parties, increase the value in the decision-making process for all application types and ensure efficiencies and value add from CPC meetings.
- The proposed changes will help support the modernization of CPC, allow for a diversity of members and perspectives to be provided and ensure it is functioning effectively as a technical review body when carrying out its mandate.
- The second phase of work will be completed by Q4 2024 and includes additional updates to governance structures, process improvements and revisions to what applications go to CPC for decision.

DISCUSSION

In 2023, Administration engaged an external consultant to conduct a comprehensive governance review of Calgary Planning Commission (CPC). The scope of the review included evaluating the recruitment process and composition of Commission members, ensuring

Planning & Development Services Report to
Infrastructure and Planning Committee
2024 July 03

ISC: UNRESTRICTED
IP2024-0784

Calgary Planning Commission Governance Review and Amendments to the
Calgary Planning Commission Bylaw 28P95

efficiencies in CPC meetings, improving governance and strengthening processes to ensure that the decisions of CPC are leading to better planning outcomes through their technical review on land use and planning items.

Targeted engagement with Council, CPC members, frequent applicants, community representatives and Administration began in late 2023. In addition to the interviews conducted, a jurisdictional review was undertaken to determine how planning commissions were functioning throughout other similar sized municipalities in North America.

The Governance Review Report (Attachment 2) considered a variety of options for the future of CPC. Ultimately, weighing the feedback received throughout the process, an evaluation of the different options presented and the results of the jurisdictional review, Administration is recommending the modernization of CPC as a technical review body. Administration is undertaking a two phased approached to implement the proposed changes.

Phase one, which is being undertaken this summer, is focused on strengthening the governance of CPC through adjustments to the membership of CPC, particularly member composition. Amendments to the CPC Bylaw (Attachment 1) are proposed to implement this first phase of work prior to the Fall recruitment for Boards, Commissions and Committees (BCCs). The main updates to the Bylaw include:

- **Removing Members of Council from Calgary Planning Commission.** Through the review it was noted by interviewees that including Councillors on CPC can politicize the work of CPC, shift discussion away from the technical review of applications and that the technical skills required for CPC may not be aligned to the member assigned to the Commission. The amendments also include the removal of the Mayor as an ex officio member of CPC. These changes will align with other similar technical review bodies, namely the Subdivision and Development Appeal Board, which deals with planning matters. All members of Council would still be available to attend CPC meetings for items of particular interest and ask questions but would not be voting members.
- **Adding four new CPC members for a total of 10 public members.** The additional members will increase the variety of skills that are available on CPC, increase the diversity of opinions and will likely help manage the workload associated with CPC. Though no changes are proposed to quorum, the additional members will ensure that quorum is met when conflicts arise or during scheduled absences of members.
- **Changing the start date for new CPC members to a January commencement.** The current practice is that members of CPC begin to serve on Commission immediately following their appointment at the Organizational Meeting of Council. Adjusting this date will allow for proper training and onboarding opportunities and provide the opportunity for new members to observe meetings prior to becoming full voting members.

These amendments are complemented by two other approved pieces of work related to BCCs. First, a Council Policy to establish remuneration for Public Members, including Public Members of CPC, was endorsed at the 19 March 2024 Regular Meeting of Council. Providing remuneration is anticipated to help to address barriers to membership on CPC due to the heavy workloads, number of meetings and preparation time associated with the materials. It is also anticipated to help provide access for greater membership leading to increased equity and diversity during recruitment. Details of this work are expected to return to Council later in 2024

Calgary Planning Commission Governance Review and Amendments to the
Calgary Planning Commission Bylaw 28P95

for implementation in 2026. Second, the use of an external recruiter for specific BCCs, which includes CPC, will help to ensure a diverse membership with the skills required to review a variety of application types. At its 18 June 2024 Regular Meeting, Council directed that the costs of an external recruiter be included for its consideration during Mid-Cycle Adjustments to Service Plans and Budgets.

Administration will return to Committee in Q4 2024 with the second phase of recommendations related to the CPC governance review. Further amendments to the Bylaw, along with a governance manual, will be brought forward to support changes to established process, clear articulation of the role and value of CPC for different application types, finalization of a skills matrix and development of additional onboarding materials.

Following implementation of these recommendations, it is expected that CPC will be comprised of a greater variety of skills, experience and perspectives, there will be a sound understanding of roles and responsibilities for internal and external parties, there will be improvements to timelines and process and that clear value is being added to the decision-making process to support the work of Council.

EXTERNAL ENGAGEMENT AND COMMUNICATION

☐ Public engagement was undertaken

☒ Public/interested parties were informed

☒ Dialogue with interested parties was undertaken

☐ Public communication or engagement was not required

During this project a total of 44 interviews were conducted by the external consultant. The interviewees included:

- The Mayor and Members of Council;
- Current Calgary Planning Commission Members;
- Past Calgary Planning Commission Members;
- Members of Administration;
- Frequent applicants; and
- Federation of Calgary Communities and Community Association representatives.

Interviews were focused on their past and/ or current experiences with CPC as well as expectations as to what the future of Commission should be. Comments received from the interviews were summarized in a What We Heard Report (Attachment 3) and informed the recommendations as presented.

IMPLICATIONS

Social

Improved recruitment, addition of four public members and development of a skills matrix will allow for a greater variety of backgrounds, experience and expertise that will help to make the planning of developments more representative of the diverse needs of Calgarians.

Planning & Development Services Report to
Infrastructure and Planning Committee
2024 July 03

ISC: UNRESTRICTED
IP2024-0784

Calgary Planning Commission Governance Review and Amendments to the
Calgary Planning Commission Bylaw 28P95

Environmental

Including additional members on CPC and developing a skills matrix will ensure that a variety of experience is represented, including environmental and climate considerations.

Economic

There is no anticipated economic impact on the proposed changes to the CPC Bylaw.

Service and Financial Implications

No anticipated financial impact.

RISK

Should the recommendations not be supported, no changes to membership or recruitment for Calgary Planning Commission will occur prior to the Organizational Meeting of Council in October, delaying the implementation of the recommendations to recruitment in 2025 Q4.

ATTACHMENTS

1. Proposed Amendments to Calgary Planning Commission Bylaw 28P95
2. Governance Review Report
3. What We Heard Report

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning & Development Services	Approve

Author: Steve Jones, Community Planning

Amendments to Calgary Planning Commission Bylaw 28P95

1.   Bylaw 28P95, the Calgary Planning Commission Bylaw, as amended, is hereby further amended as follows:

(a)   Delete Section 4 in its entirety, replace with the following, and update all cross references affected by this replacement.

"The Calgary Planning Commission is established as a municipal planning commission by this bylaw to consist of the following:

(a)   (i)   Ten public members.

(ii)   Public members shall be appointed at the annual Organizational Meeting of Council and shall serve for a period of two years or until their successors are appointed, whichever occurs last. Public members first appointed pursuant to these provisions may be appointed for a period of one year so as to provide for staggered appointments.

(iii)   Members of the Commission shall be appointed for either one or two year terms that commence on January 1 and end on December 31.

(iv)   Public members appointed to the Commission shall be required to disclose any pecuniary interest in the same manner as required of an elected representative pursuant to Sections 169, 170 and 172 of the *Municipal Government Act*.

(v)   No citizen shall be appointed to serve more than three consecutive two year terms.

(b)   (i)   Two employees of the City, each of whom must be a General Manager, Director or Manager appointed by the *Chief Administrative Officer*. The *Chief Administrative Officer* shall appoint one of the two employees as Chairperson of the Commission.

(ii)   The employees appointed pursuant to subsection 4(c)(i) shall each remain a member of the Commission for so long as such person holds the position of General Manager, Director or Manager as applicable, or until such appointment is revoked by the *Chief Administrative Officer*.

(iii)   In the event of the temporary absence of a member appointed pursuant to subsection 4(b)(i), the member shall, in writing, appoint an employee of the City to act in his or her place.

(iv)   In the event of the temporary absence of a member where the member has not appointed an employee of the City to act in his or her place pursuant to subsection 4(b)(iii), the *Chief Administrative Officer* shall appoint an employee of the City to act in place of the absent member on an interim basis.

(c)   (i)   Members of Council may not be appointed to the Commission.

(ii)   Notwithstanding Section C.8 of Procedure Bylaw 35M2017, the Mayor shall not be an ex-officio member of the Commission."

(c)   Delete subsection 7(d) in its entirety and replace with the following:

"(d) The City Clerk's Office will provide legislative services for the Commission."

(d)   Delete section 9 in its entirety, update all cross references affected by this replacement and replace with the following:

"9   Notwithstanding Section 4 all members of the Commission, including Members of Council, holding office immediately prior to July 30, 2024 shall continue as members of the Commission until December 31 of the year their appointment is set to expire."

Governance Review Summary Report

Calgary Planning Commission Governance Review

JUNE 2024

SUMMARY REPORT

Overview

In 2023, the City of Calgary Planning and Development Services engaged Colliers Project Leaders to conduct an external governance review of the Calgary Planning Commission (CPC). The review process included 44 interviews with individuals engaged with CPC including from political, administrative and community perspectives. Comparator jurisdictions were also examined.

Based on this work, four options were explored for the future of CPC:
1. Make incremental improvements over time;
2. Modernize CPC as a technical review body;
3. Delegate more approval authority to CPC and limit the role of Council in planning matters; and
4. Phase out CPC.

This report recommends, in principle, the second approach: **modernize CPC as a technical review body, with a specific focus on strengthening its purpose, improving governance, and increasing the value-add from the resources invested in CPC.**

To strengthen the purpose of CPC, the role of CPC must be clarified in a collaborative way between those who are directly involved in planning and development at the City of Calgary, with a refocused purpose. This more focused approach can be operationalised through a comprehensive review and rewrite of the bylaw. Improving governance practices can involve changing the composition of CPC as well as ensuring the necessary perspectives and expertise are represented in the group. Finally, to ensure that value is being added, CPC's role should shift and be clarified specific to the types of applications being reviewed.

Calgary Planning Commission Governance Review | **Page 2**

Recommendations

The Calgary Planning Commission has played a role in the planning process in Calgary for 113 years, a time of remarkable growth and progress producing a highly livable city and desirable place to live.

The purpose of this governance review, informed by interviews with those directly engaged with CPC as well as an examination of CPC in the context of the planning process in other municipalities, is to:

1. Ensure efficiencies and value add from CPC meetings;
2. Provide opportunities to increase value in decision-making processes, particularly for Outline Plans, Land-use Redesignations, and Development Permits; and
3. Explore opportunities to strengthen processes and structure for all interested parties.

Several options and alternatives were considered in producing this review. Options were evaluated against the following questions:

- What is the problem(s) that this option would address?
- What problem(s) would this option not be able to address?
- What would be some of the anticipated improvements of this option compared to CPC as it exists today?
- What would be some of the anticipated challenges of this option compared to CPC as it exists today?
- How many resources would need to be invested in the transition to this option – and is it worth it for the anticipated improvement from the status quo?
- Would shifting to this model reduce or increase conflict between individuals and groups engaged in the planning process?
- What would be different, if anything, about the built form or life in the City of Calgary if this option was implemented compared to today?

Calgary Planning Commission Governance Review | **Page 3**

Broadly the options considered are expressed here in four categories:

Option 1: Incremental improvements	This option imagines that CPC continues to function in Calgary as it does today, but with a continued effort to incrementally improve the operation of CPC, as has already been underway for some time. Specific areas where relatively straightforward changes could be made include: • Increasing the diversity of members as a focus in future recruitment processes, with defined targets for gender and cultural diversity on CPC • Increase the number of members on CPC • Moving to an external recruitment process • Improve the definition of the Chair and Vice Chair roles, and adopt a selection process which minimized real or perceived conflicts of interest • Define a process for capturing input from CPC members during discussions for the purpose of sharing with Council; this could include identifying a "scribe" for CPC members to produce more detailed summaries of discussions at CPC meetings, eliminating the need for members to write comments but likely requiring added resources from staff • Continue with process changes which can limit or eliminate time spent on largely routine matters • Continue with consent agenda and evolve the scope over time
Option 2: Refocus CPC as a Technical Review Body	This option imagines making changes to CPC to reorient the purpose, focus and form of CPC as a strictly technical review committee rather than a decision-making body. The definition of what is

Calgary Planning Commission Governance Review | **Page 4**

"technical" will also need a much stronger and more widely understood definition, ideally including a wider range of expertise.

This scenario could involve a number of important changes, including those mentioned under Option 1 with the addition of

- Changing the role of Council and Administration as voting members on CPC
- Engaging an external recruitment firm to assist with identifying and selecting CPC members, informed by a developed matrix of perspectives and areas of expertise required on CPC – noting that this should be interpreted as being more than just different types of professional expertise, but also ensure a range of perspectives brought forward to decisions by the members themselves with experiential expertise as residents of Calgary
- Adjust decision-making authority, and whether this is aligned with the idea of a technical review body, and this consideration should take place on an ongoing basis as the broader legislative context, planning process, and volume and types of applications being received by the City of Calgary evolve

Option 3: Increase Decision Authority at CPC

Local governments can create bodies with delegated decision-making authority on a focused scope of topics or issues (eg. municipal agencies, boards, and commissions). For CPC, movement in this direction could take many forms. It could mean delegating more decision-making authority to CPC where items do not need to come to Council (or perhaps, only come to

	Council on appeal). Decision making authority could be delegated from City Council altogether and vest it in a new elected version of CPC, more akin to planning commissions in some cities in the United States.
Option 4: Phase out CPC	A final option considered would involve a planned phase out of CPC. This would require a thoughtful redistribution of CPC's current responsibilities and the planning process more broadly. In this scenario, it is likely that applications would go directly to Council (or to a new committee of Council) after review and decision by Administration. The expectations and experience of both the internal staff review as well as the public Council deliberations may need to change. In the long term, this may free up resources which could be redistributed elsewhere.

Recommendations

The City of Calgary, like major cities across Canada, faces major pressures when it comes to planning and development. City building has always been a complex effort, but contemporary challenges – from population growth, to climate change, to the national housing crisis – make this work even more difficult, and important.

This governance review has highlighted a few important findings. First, **CPC has and continues to play an important role in city building in Calgary.** It is a rather unique feature to the planning and development governance process in Calgary, embodying an "all hands on deck" ethos where expertise from the community is engaged to broaden perspectives involved in the decision-making process. CPC, in its current form, has real

authority, as Council has delegated authority to them because of the expertise represented. Eliminating the role of community experts from the planning process would mark a step backwards, not forward; it would make some planning decisions an entirely political rather than expert or community-informed process and would decrease the level of review for important planning decisions. **For this reason, Option 4 to phase out CPC is not being recommended.**

Second, **there is ample opportunity to improve on the operation of CPC to ensure that value is being added.** This is consistent with the decades of CPC's existence where improvements have been made, while inconsistent in timing. This and other work ongoing at the City of Calgary may also make positive improvements for CPC (namely, the remuneration review, the expression of interest across the corporation of the CPC Vice-Chair, and overall improvements to the management of the agenda). CPC is in an era of improvement and should be viewed through the lens of the next evolution of the Commission. The task, then, to evolve over time to meet the challenges of the moment. The City of Calgary owns this process and has significant opportunity to improve it over time. Increasing alignment with the rest of the planning process is a necessary part of this evolution. **For this reason, Option 3 to detach CPC from the City of Calgary Council and larger planning and development processes is not recommended.**

The remaining two options – Option 1 and Option 2 – both imagine a continuation of CPC, including continued interface with Calgary City Council. Option 1 is a more limited possibility, essentially continuing what is already an established practice of making minor changes and improvements over time. Option 2 is a more intentional departure from current practice, taking deliberate steps to redesign the mandate, composition, authority, and other fundamental elements of CPC. Given the number and range of concerns voiced during the interviews, the more ambitious option – Option 2 – seems more appropriate and well suited to address the concerns raised during the interviews.

Calgary Planning Commission Governance Review | **Page 7**

In sum, **this report recommends a specific variant of Option 2: modernize CPC as a technical review body. with a focus on strengthening its purpose, improving governance, and increasing the value-add from the resources invested in CPC.** We offer three specific recommendations on how to do this.

Recommendation	Reform CPC as a technical review body, with emphasis in three areas: 1. **Strengthen the purpose of CPC** 2. **Improve governance** 3. **Focus on opportunity for higher value add**

Recommendation #1: Strengthen Purpose of CPC

The most important opportunity emerging from this review is to **clarify, strengthen and focus the purpose of CPC** – including the definition of CPC's role and relationships – and of CPC members.

Today	Future
The role and purpose of CPC is not well understood.	CPC's role and purpose is clear and concise.

The following **four actions** are recommended as a way of strengthening the purpose and focus of CPC:

a. Develop a new **Purpose Statement**, beginning with a workshop process focused on defining the role of CPC with as much clarity and precision as possible. This process should first engage those most directly involved with CPC (Administration, followed by City Council, and then opportunity for other interested parties). This work should take place before the drafting of a new bylaw, as a way to inform the content of the bylaw.

b. Develop a clear definition of **CPC Members' Roles and Responsibilities** to be included in new bylaw, with careful consideration of the unique role of each member. These roles will evolve over time and so too should the definition of roles, requiring regular review and periodic updates. A matrix of expertise and perspectives needed at CPC should be developed as part of this process (see Recommendation 2b).

c. Undertake a **comprehensive Bylaw Review Process,** to provide a clear and concise expression of the role and responsibilities of CPC as well as relationships to other bodies including Calgary City Council and the Urban Design Review Panel.

d. Improve **onboarding and training offerings** to CPC members, both at the time of joining CPC and throughout the duration of each members' term. This can ensure CPC members are well supported and equipped to address the large scope and complexity of the work associated with serving on CPC.

Clarifying and building consensus around the role of CPC as a whole, followed by a much better-defined understanding of the role of each CPC member, may address some of the differences in expectations (which leads to differences in evaluation of how CPC functions). Engaging interested parties in this process can build support and understanding. Bylaw changes can then formalize these more precise expectations and operationalize the strengthened purpose.

Recommendation #2: Improve Governance

Governance generally refers to the arrangements and norms associated with making decisions, for the purposes of overseeing a system or organization. When done well, good governance practices bring out the very best in a group: the individual contributions of members are optimized,

Calgary Planning Commission Governance Review | **Page 9**

and the collective product is maximized. Good government fundamentals such as a strong and shared sense of purpose, well established and agreed upon norms of how to work together, trust and transparency both internally and externally, are all important. When not done well, weak governance practices can create less functional groups and poorer outcomes. Governance is not a fixed state ("good" or "bad") but instead a continuum where efforts towards continuous improvement are in themselves an expression of good governance.

In addition to a strengthened purpose, CPC would benefit from these **intentional efforts to improve governance practices including recruitment, composition, and operational processes.**

Today	Future
Concerns from CPC members and others about governance matters	Ongoing, intentional efforts to improve governance at CPC

The following three actions are recommended, as an important part of putting the strengthened purpose statement into practice. This should include:

a. **Review the recruitment process**, with a particular focus on nominations, the selection process, onboarding and training (particularly improved training for members on the appropriate legislative and procedural tools). This work should be aligned to the City of Calgary's broader efforts to strengthen governance bodies, including the renumeration review.

b. **Complete a composition review** which includes a focus on equity, diversity and inclusion (EDI), defining expertise needed on CPC, the role of Council and community members, and the potential of adding

a member of the Urban Design Review Panel to CPC for
development permits.

c. Review the **workload and workflow of CPC** once the new bylaw is
is developed. This will need to involve examining meeting formats,
scheduling, procedures and the flow of applications to CPC as a
means of addressing current challenges and aligning the operation of
CPC to the new bylaw.

Improving the governance practices of CPC will operationalise the
strengthened purpose of CPC and ensure that CPC has the needed
composition and range of perspectives to make well informed decisions.

Recommendation #3: Add Value

Finally, there are opportunities **for improvements to the value that CPC
adds for specific types of applications.** This will require clearer
articulation of the authority and processes.

Today	Future
Uneven sense of value added by CPC; in some cases, value is contested	Value of CPC in planning process is well understand; decision making authorities and processes well defined

The following are recommended in terms of level of authority and specific
changes with respect to development permits, land-use items (consent),
land-use items, Outline Plans and planning policies:

Development Permits (DPs)	• **Authority: Development Authority**

	• **Current State:** Varying value but for most applications it is too late in the process with duplication of comments already shared at UDRP; opportunity to increase value add by changing the process
	• **Opportunity:** ○ Update and more clearly define what DPs come to CPC, with continued Administrative discretion for any DP to go to CPC and with refusals going to CPC (noting that not all refusals should go to CPC, as for minor applications this may not be required) ○ For larger DPs, create opportunities for early feedback at pre-app stage, such as applicant coming to a closed session to present and to receive feedback ○ As part of reporting and discussions on DPs at CPC, more clearly articulate in reports and presentations the steps taken as part of the design review process including UDRP ○ Define the rationale for Closed Session and make consideration for the inclusion of the applicant on private applications
Land Use Items (Consent)	• **Authority: Makes Recommendations to Council** • **Current State:** Very little value • **Opportunity:**

	○ Create an updated Consent Item listing, including Child Care Service Direct Control Districts and H-GO applications ○ Take all low-density residential land use applications directly to Council, saving considerable time for the applicant, administration and CPC
Land Use Items (Planning Items)	**Authority: Makes Recommendations to Council** **Current State:** Very little value **Opportunity:** ○ Items with an approved Local Area Plan (LAP) could go directly to Council ○ Land-use items that have to go to CPC should have a synopsis of the discussion included in Council package ○ Consider improvements and clarifications for the Master Plan process
Outline Plans	**Authority: Approving Authority** **Current State:** Provides a strong basis for subdivision for the applicant and provides the design of the infrastructure framework for the entire community. Need to develop a more consistent approach and process. **Opportunity:** ○ Changes to approved Outline Plans would not require CPC approval, depending on the scope of change

Calgary Planning Commission Governance Review | **Page 13**

	○ Limit number of Outline Plans coming to CPC by developing criteria on what Outline Plans should come to CPC ○ Create opportunity for early feedback on draft Outline Plans (prior to first detailed review) ○ Referrals back could be to Administration, adding Conditions of Approval to be implemented at the Subdivision stage
Planning Policies	**Authority: Providing Feedback and Comments to Council** **Current State:** Offers a closed session opportunity for debate, review and consideration from multiple perspectives to offer advice to City Council **Opportunity:** ○ Adjust authority to make recommendations to Council

What We Heard Report
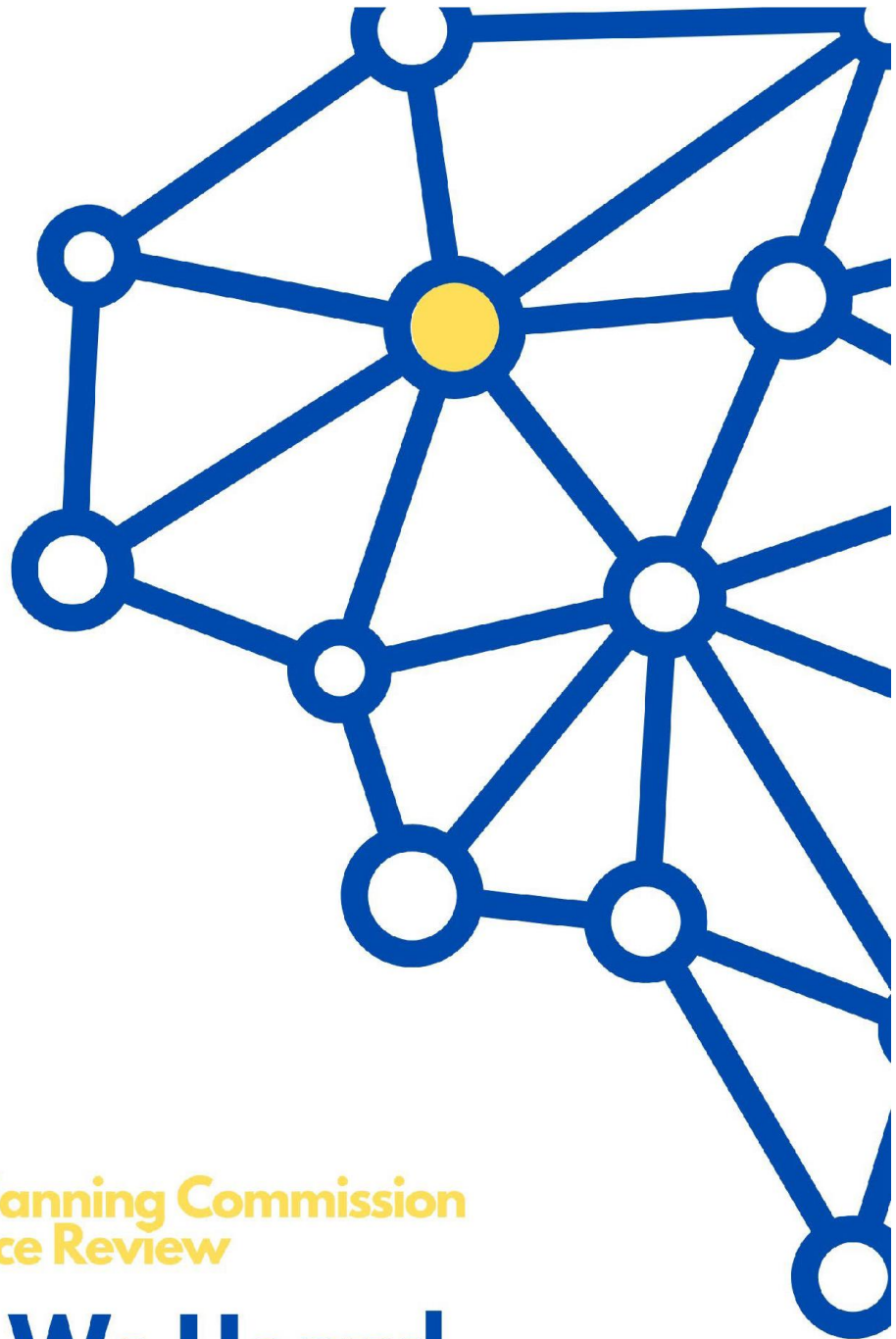
Calgary Planning Commission Governance Review

What We Heard

What We Heard

A total of 44 interviews were conducted to inform the Calgary Planning Commission (CPC) Governance Review. The interviews lasted between 30-60 minutes each and were conducted virtually between October and December 2023. The interviewees included:

- 13 members of Calgary City Council
- 16 members of the City of Calgary Administration
- 15 community representatives, including current and past members of CPC, as well as experienced applicants and representatives of community associations

Interviewees were invited to share their perspectives, experiences, expectations, and future ambitions for CPC – and were advised that their comments would inform this review but would be presented in an anonymized way to prevent comments and direct quotations from being reasonably attributed to any specific individual.

This **What We Heard** summary makes careful effort to deliver on this commitment of anonymity, while also presenting the comments of interviewees in a fulsome and comprehensive manner. Attention is paid to places where different perspectives emerged between the three groups of interviewees (political, administrative and community – each reflecting approximately one third of the interviewees), as well as where there was clear consensus.

Acknowledgement with gratitude is extended to each interviewee for making time to contribute to this review.

Looking Back: What's worked?

Before examining the current day operations of CPC, interviewees were asked to first look back on the historical contributions of CPC to Calgary's planning process. As more than a century-old institution in Calgary, what is the value-add that explains this longevity? Of course, most interviewees could only comment on the most recent part of this history (the average duration of engagement with CPC among interviewees was 10.75 years).

Most interviewees readily identified positive contributions that CPC has made to the planning process in Calgary. Common phrases[1] included "*adding technical expertise*" to the process, being a "*second set of eyes*" on applications, offering a "*sober second thought*" before applications move forward to Council. Many interviewees identified a specific role that CPC has played, in design and in practice, in terms of elevating the expectations and quality of applications:

- *"When people know their work is going to be publicly scrutinized by others with technical knowledge, it improves the work they put forward."*

- *"CPC has improved the quality of applications by giving a technical review of applications by peers, in addition to the staff review."*

- *"CPC is a big hammer. It communicates to applicants that there will be scrutiny and a rigorous level of technical review."*

- *"The very existence of CPC urges applicants to do better."*

- *"Sure, sometimes applicants get a tongue-lashing – but it shows other developers that they can't just glide by and put in the bare minimum."*

---

[1] Quotes have been edited for clarity and readability, and sometimes to remove content which might reasonably be attributed to a specific individual.

Calgary Planning Commission Governance Review – What We Heard | **Page 3**

Several interviewees spoke about specific types of expertise that individual CPC members, past and present, have contributed and the value that has brought for specific applications. Others identified steps that have been taken to improve CPC over time, notably including efforts to expand the definition of what constitutes "expertise" to include a wider range of perspectives and the recent shift to a consent agenda format to increase the efficiency of meetings. In the view of many, CPC is – and should always be – in a state of continual improvement and evolution.

Perhaps most importantly, Calgary as a community and city has grown tremendously over the past 113 years– and CPC has played a role in this development. In the words of one interviewee: *"CPC has played an important role in having planned a really good city – one of the best planned cities in Canada. That matters."*

Looking Back: What hasn't worked?

Interviewees were also asked to comment on any longstanding, historical challenges with CPC. Are there any lingering, persistent challenges with the CPC model, in design or in practice?

Interviewees raised many different challenges in response to this question, but three main themes emerged – raised by interviewees from political, administrative and community perspectives alike.

Being "Too Political"

First, interviewees expressed concerns with CPC being "*too political*." For some, the inclusion of Council members on CPC shifted the dynamics away from a technical review into a more politicized discussion. Other spoke about politicization in reference to the (sometimes extensive) lobbying efforts targeted towards members of CPC – or the dynamics that can exist among CPC members themselves, particularly those within the

development industry sitting on CPC and also sometimes as applicants (or close colleagues of applicants). For others, this concern was more ideological: whether CPC had a particular political orientation towards development and growth; whether the appointment process meant that CPC was becoming more of a political extension of Council preferences; or, whether CPC (as a group, and as individual members) engaged in virtue signalling, advocacy and lobbying towards Council.

Time and Effort

Second, it seems well understood that CPC requires a significant investment of time and effort. Members of the City of Calgary Administration spoke often of the hours invested in preparing for, presenting at, and attending CPC meetings – sometimes duplicating efforts already required for going forward to Council. Members of Council who have sat on CPC spoke of the extensive time demands of their Council role, and the challenge of adding CPC. For citizen members who sit on CPC, including those who work in the industry, the time commitment required is also significant. Interviewees also acknowledged the time that CPC adds to the planning process, and the tension this can produce – particularly in periods where there is intense pressure for growth. CPC members are not compensated for their time by the City of Calgary (other than members of Council or Administration, where CPC engagement could be considered a part of their role; and, noting that some citizen members are employed in the development industry where time invested in CPC may be considered part of the role).

The Approval Role

Third, interviewees seemed to share a sense that most of what is presented to CPC is approved by CPC. Varied perspectives about whether this is a positive or negative feature of CPC emerged through the discussions. For some, this was a mark of efficiency. Common approvals reflects the work that is done by applicants and Administration in advance of coming to CPC towards preparing an application that is ready for CPC's

Calgary Planning Commission Governance Review – What We Heard | **Page 5**

review and meets requirements. Others questioned whether CPC has mostly served as a "*rubber stamp*" for administration's recommendations ("*is CPC just an extension of the review that already happens with Administration?*"). The very idea of convening a group that includes political, administrative and community representation – as well as new areas of expertise – suggests for some that the CPC process should heighten the level and scope of review beyond the work that happens between the applicant and Administration. In other words, this question about the approval role of CPC is a question of whether CPC has added sufficient value to the planning process when technical review is already taking place within the City of Calgary's Administration.

Other historical challenges identified by interviewees included the lack of diversity of members, periods of poor attendance or uneven contributions from members, too much time invested in routine matters (with acknowledgement that the shift to a consent agenda has addressed some of this problem), difficulty finding and retaining new members, and general issues with role clarity – for CPC, or for others about CPC.

What is the purpose of CPC?

The *Calgary Planning Commission Bylaw* expressed the duties of CPC – but what do those engaged with CPC see as the most important function of CPC? Interviewees were asked to express the main purpose and contribution of CPC in as few words as possible. The range of answers to this question was wider than anticipated. **Table 1** captures the answers shared by respondents to this question, sorted by the perspective of the interviewee:

Table 1: Summary of Comments on the Purpose of CPC

Political *Members of Calgary City Council*	"*technical oversight*" "*technical review*" "*advocacy role to Council*" "*bridge between staff and Council*"

Calgary Planning Commission Governance Review – What We Heard | **Page 6**

(including those on CPC and not currently on CPC)	• *"saves Council time"* • *"takes debate time out of Council"* • *"to elevate the planning process"* • *"non-biased decision-making"* • *"expert opinion check"* • *"to give Council advice"*
Administrative *Staff at the City of Calgary*	• *"technical review"* • *"reviewing applications for consistency"* • *"to advise Council"* • *"a quality assurance device"* • *"an approval authority"* • *"to offer technical advice"* • *"to engage a broader expertise in reviewing applications"*
Community *Applicants, community associations, citizen members*	• *"to de-politicize planning matters"* • *"to give the appearance of arms-length decision making"* • *"to provide alternative points of view"* • *"to engage experts in shaping our city"* • *"to improve quality"* • *"to evaluate staff's recommendations"* • *"technical, but more of a professional advisory kind of role than a 'will the water flow?' form of technical advice"* • *"to mediate public and private interests"* • *"a city building commission"* • *"to check the Is and cross the Ts on applications* • *"a fact check"* • *"to put some distance between the file manager and the decision maker"*

- *"to be a public forum for decisions, so the public can see how decisions are made and why"*
- *"to be a backstop for the planners"*
- *"to ensure we are getting the best applications for Calgary"*
- *"I don't know"*

This simple question proved to be an insightful one. As demonstrated in the chart above, interviewees did not share uniform perspectives – across or within groups – about the central purpose of CPC. Importantly, these different ideas about the core *function* of CPC were often coupled with different ideas about the *form* that CPC should take (who should sit on CPC, what kinds of applications CPC should see, etc.).

Composition of CPC

Interviewees were asked to comment about how well various aspects of CPC function today in practice today, asked: is this something that is going well, or not so well? The following table presents a summary of the responses, sorted into political, administrative and community perspectives. If an interviewee responded with "going well" or some other positive affirmation, the response was coded as "good." If they said "not so well" or a negative response, it was coded as "poor." If the response was something in the middle, it was coded as "fair." This same table and methodology are repeated in several of the following sections.

As identified in **Table 2**, when asked about the current composition of who sits as members of CPC – including the specific perspectives members bring to CPC as representatives of broader groups, the recruitment process, and the diversity of individuals represented – interviewees identified this as an area for improvement.

Table 2: Evaluations of the Composition of CPC Today

	Political	Administrative	Community
Good	0%	13%	0%
Fair	31%	19%	20%
Poor	62%	63%	73%
Don't know / no answer	7%	5%	7%

Three specific concerns were frequently raised. First, the **lack of diversity of members** (specifically gender, ethnicity and age diversity), and at times the lack of diversity of expertise (specific professional groups being underrepresented or lived experience related to the application) was raised as an ongoing issue. In the words of one interviewee, "*for too long, it's been an old boys club*." Some interviewees identified that increasing diversity has already been an area of focus, and some improvement has been made – but a more concerted and consistent effort in this area is needed.

Second, **challenges with the recruitment process**, ranging from difficulty finding applicants to the political nature of Council appointments. Experiences with past recruitments were shared, with interviewees from Administration and from Council often sharing how difficult it is to find qualified individuals in the community who are willing to make the extensive time commitment given the busy demands of their professional lives. Finding qualified individuals who also represent a diversity of backgrounds and perspectives is also challenging. Several interviewees felt the recruitment process and/or selection process should be conducted by an external recruiter rather than Calgary City Council.

Third, **concerns about the composition** including City Councillors, members of Administration, and individuals from the development

community who also present at CPC as applicants (or work with or have close relationships with applicants). In all three cases, interviewees identified both positive and negative aspects of membership in CPC:

- **Members of Council**
    - *Positives:* can improve alignment with Council; opportunity for more information sharing between CPC and Council; broadens the discussion and consideration; great vantage point into the broader agenda at the City of Calgary
    - *Negatives:* politicizes CPC; shifts discussions away from technical review; not necessarily technical expertise

- **Members of Administration**
    - *Positives:* high level of technical knowledge; strongest familiarity with the planning process; brings significant resources and insight to discussions
    - *Negatives:* difficult to dissent with recommendations of colleagues; possibly duplicates or increases the influence administration already has over applications; conflict of interest (real or perceived)

- **Members who work in development industry**
    - *Positives:* high level of technical knowledge; ability to increase the range of professional expertise consulted in the review of an application; peer to peer dynamics brought to the review process; higher familiarity with practical dynamics of implementing new developments
    - *Negatives:* can create perceived (or potentially real) conflicts of interest; may be competitive dynamics between members and applicants which either make the approval process much easier or much harder, depending on the dynamics

The question of compensation also came up several times. Some interviewees felt that the time commitment was significant enough to

warrant – or even need – compensation for citizen members. Some postulated that payment may increase the number of interested candidates, improve retention, or address inequities among CPC members. Others were concerned about the large number of groups and committees at the City of Calgary where public members do not receive compensation, and that CPC members are usually drawn from a group of people holding paid professional positions, so there may be less need than with other groups. Several interviewees were aware of the larger efforts to examine remuneration of community members on various City of Calgary bodies.

Contributions from CPC Members

Interviewees were much more positive about the contributions and engagement of CPC members, with many expressions of gratitude for the time invested in this work. Across perspectives, feedback seemed to be that engagement levels are either fair or good. The higher level of non-responses to this question (reflecting individuals who felt they did not have a clear enough vantage point on CPC to comment on this question) is reflected in **Table 3** below.

A few notable positives raised by interviewees included: strong leadership and organization of meetings from the CPC Chair and Administration team supporting the work of CPC; the significant time invested from all members, with recognition that many have demanding workloads and still make time for CPC work; and, a sense that attendance has been an issue at times for CPC but this has been resolved by the consistent attendance from the current CPC membership.

Table 3: Evaluations of the Engagement of CPC Members

	Political	Administrative	Community
Good	23%	44%	33%

Fair	38%	25%	20%
Poor	15%	6%	0%
Don't know / no answer	24%	25%	47%

The only repeated concern raised on this topic was the imbalance that can exist in terms of how much each individual member can contribute, largely due to variation in terms of availability and other demands. Preparing comments after meetings for members of Council, for example, was recognized as a time-consuming expectation that some members have more or less ability to manage in practice. Some interviewees were very concerned about this, others less so. In the words of one interviewee, "*I have no sympathy here. If you're too busy, that's OK. Move on and give someone else a chance.*"

CPC Meetings

Generally, the operation of CPC meetings received another positive review. Interviewees were asked about the frequency, duration, and general rhythm of CPC meetings, and most agreed that this was working reasonably well.

Table 4: Evaluations of the Operation of CPC Meetings

	Political	Administrative	Community
Good	31%	13%	33%
Fair	31%	50%	20%
Poor	0%	6%	0%
Don't know / no answer	38%	31%	47%

Calgary Planning Commission Governance Review – What We Heard | **Page 12**

Members of Administration were most likely to raise concerns about the frequency of meetings, usually raising important considerations about the time crunch involved to prepare materials for meetings rather than the meetings themselves. The frequency of meetings can be demanding for everyone engaged with CPC; but, interviewees also shared a clear motivation and understanding of the growth pressures in Calgary and need for as efficient of a process as possible. Long wait times between meetings seemed to most to be a larger problem than the more minor concern about meeting frequency. Finally, the consent agenda format was also raised with very positive comments by several interviewees, reflecting a more efficient meeting structure. Interviewees across perspectives felt this marked a significant improvement, reducing time spent on minor items and providing greater clarity on the process for both applicants and CPC members alike.

Scope of Applications

Interviewees were asked about the scope of applications at CPC. The responses were mixed, as captured in **Table 5**: some felt this was working reasonably well; others felt it was mostly working with a few exceptions; others identified this as an area which needs improvement.

Table 5: Evaluations of the Scope of Applications at CPC

	Political	Administrative	Community
Good	8%	13%	7%
Fair	62%	31%	47%
Poor	15%	19%	33%
Don't know / no answer	15%	37%	13%

There seemed to be a general consensus that CPC offers the most value for more complex projects, particularly where the mix of technical expertise represented at CPC would be needed. Similarly, a common issue raised was "*seeing too many simple applications*" – but with recognition that adding further items to the consent agenda will help address this concern.

Interviewees responded to this question about the scope of applications with a variety of perspectives:

- *"We need to determine what goes to consent and what has a public hearing. The public doesn't have any idea what it means to be on the consent agenda, and this needs to be known earlier for applicants too."*

- *"Planning matters should not go to Council as often. Council should increase the delegating authority to CPC, with the ability to make final decisions on basic things. If something shows up on the consent agenda and everyone agrees it is valid, I don't know why it goes to Council. We should re-evaluate how many things can actually be approved at the development authority stage without coming to Council."*

- *"Some things don't need to go to CPC, especially when there are political issues around density. We end up with two projects across the street from one another, and one is approved, and the other is not. Maybe some things should just stay with Administration and not got to CPC."*

- *"The scope could be reduced. Every land use application goes to CPC, and Administration has to write the reports anyway. Perhaps development permits could be reduced at CPC. It's hard to say."*

- *"CPC should no longer review land use or policy amendments and should reduce the number of development approvals that are reviewed."*

Calgary Planning Commission Governance Review – What We Heard | **Page 14**

- *"It's not working well for outline plans. CPC is the authority but there doesn't seem to be an appeal process.*

- *"Certain types of land uses don't need CPC. There should be some development permits that go to CPC, but not all."*

- *"This is an area for improvement. There was a fair bit of discussion about the consent agenda as a way to deal with some of these applications, but then it starts to look like a rubber stamp committee. Land use and outline plans should be seen by CPC. In some cases, there should be a cycle through of applications to come back later. We need more rigor around this process of what goes to CPC and what does not."*

- *"If we change what goes to CPC, it just has to be extremely consistent. It's tempting to scale back, but it's very important that we apply equal rigor to plans at all levels."*

Timing of Applications

Interviewees were asked if applications generally go to CPC at the right time in the process. This is another area interviewees felt was going reasonably well while also noting some opportunities for improvement, as captured in **Table 6**.

Table 6: Evaluations of the Timing of Applications at CPC

	Political	Administrative	Community
Good	15%	6%	7%
Fair	46%	50%	33%

Poor	8%	19%	13%
Don't know / no answer	31%	25%	47%

The most common opportunity for improvement raised was for **major, complex, contentious, or unusual applications to come to CPC earlier in the process** for technical input rather than only when it is ready for a decision – on all application types, with priority for those with unique complexities or characteristics. Members of Administration noted that this has already taken place on a few occasions, yielding useful discussion and feedback for the applicant.

Current members of CPC were also more likely to note that engaging with the more complex and strategic projects is where they felt they as CPC members could add the most value.

- *"If an application has a major impact on city planning or city building, CPC should see it at an earlier stage."*

- *"This is not working well, especially when complexities are encountered at the tail end where it's too late in the game and the application has already been in the works for months. If it came in earlier, then there is more of an opportunity to influence."*

- *"For timing, it really depends on what it is. For Local Area Plans, CPC sees them early and then doesn't see them again before Council. Some things should go to CPC more than once – like complex local area plans, which should have multiple versions going to CPC."*

- *"If complex applications came in earlier, it could be more of a collaborative process rather than a show and tell."*

- *"For some applications, it can be a really long process, negotiating for a year with the landowner – so then it's hard to make changes. At CPC then it becomes more of a cross examination."*

Calgary Planning Commission Governance Review – What We Heard | **Page 16**

Communications & Reports

Interviewees were asked about the communications, information, and reports both used for CPC purposes but also that may emanate from CPC to external bodies or other parties. Generally, this appears to be an area with room for improvements.

Importantly, the source of discontentment was a bit different depending on the perspective of the interviewee. City of Calgary staff often spoke about the report format, including the volume of work associated with preparing CPC reports. Two individuals remarked that there are some conflicts between the City of Calgary's standardized report format and the CPC style planning guide. While the value of consistency was recognized, the inflexibility sometimes meant that too much information – or less important information – can reduce the impact of the written reports on planning matters. Senior Administrators also noted the volume of time associated with reviewing all the reports while also keeping up with CPC's biweekly schedule.

Table 7: Evaluations of Communications and Reports

	Political	Administrative	Community
Good	15%	13%	13%
Fair	38%	31%	20%
Poor	15%	19%	27%
Don't know / no answer	32%	27%	40%

Members of Calgary City Council tended to speak more about the comments written by CPC members. Several members spoke very positively about the value of these comments – and a recognition of the

time involved in preparing them: "*I would like to have all members provide comments, but I understand that it is a large time commitment for volunteers. But we don't have time to re-watch or attend all the meetings. I rely on these comments to understand CPC's decisions.*" The nature of the comments also came up in the interviews: "*we need to see comments that are objective and not biased, but if they are advocating or justifying decisions then it's walking on thin ice. Are they truly making a technical decision or promoting themselves as a technical body?*"

For members from the public, the expectations of communications and reports varied most significantly. Some would like shorter, more direct, and more visual report formats ("*more maps and drawings, and I'd like to get to the punch line sooner.*"); others felt there were important pieces of information (specific reference to environmental assessments or other background reports; another interviewee wanted standard variables such as number of schools within Xkm of the site included in reports) that would provide more context and reduce the number of questions raised at CPC.

A few interviewees spoke about the less-visible forms of communications between CPC members or used in the lobbying of CPC members: text message chats, the "*meeting before the meeting.*" It seemed well known that CPC members often hear from applicants in advance of CPC meetings, sometimes for informational or clarification purposes; sometimes this was described as lobbying, aimed to influence the perspectives of CPC in advance of an application being reviewed. The boundaries on what is considered appropriate informal communications seemed undefined to some interviewees, and this may be an opportunity for clarification.

Decision Making Processes

The discussions about decision making were fairly consistent across perspectives: generally, interviewees felt that meetings were well run, the decisions were clearly structured, and the process is working well. This is captured in **Table 8**.

Several people spoke about the value of a strong chair, and specifically how the chairing capabilities of the current CPC chair has improved the flow of meetings.

Table 8: Evaluations of the Decision-Making Process at CPC

	Political	Administrative	Community
Good	15%	19%	7%
Fair	38%	38%	33%
Poor	15%	6%	33%
Don't know / no answer	32%	37%	27%

The reason cited for most interviewees ranking this area as "fair" was question whether CPC's value is really in the decision making vs. discussions and deliberations.

- *"It's labelled as a debate but it's not a debate. We go around and ask questions and people make statements and then we vote. I think SDAB and UDRP do this a bit better, where it's more of a discussion and comprehensive conversation."*

- *"I'd like to see more robust discussion around the horseshoe, and less rubber stamping."*

- *"Sometimes we ask a lot of questions, and sometimes there are none. The format and discussion felt different when we changed rooms. So, I guess it varies."*

Calgary Planning Commission Governance Review – What We Heard | **Page 19**

Alignment with Council & Other Bodies

Interviewees were asked: **how well are the connections and linkages between CPC and Calgary City Council working? What about CPC and other key groups engaged in the planning process?** Interviewees were asked to comment on these questions, and again the response was mixed as captured in **Table 9**.

Table 9: Evaluations of Alignment Between CPC and Other Bodies

	Political	Administrative	Community
Good	15%	6%	7%
Fair	38%	13%	33%
Poor	15%	25%	13%
Don't know / no answer	32%	56%	47%

A range of specific concerns and opportunities for improvement were cited by interviewees, specific to the intersection between CPC and Council:

- *"There's a tension there because we use a different lens. CPC makes technical decisions, and Council must look at the broader picture including what constituents are saying. […] Maybe CPC members and Council members should meet and talk more often. I don't think there is much of a relationship there, in many cases." (political perspective)*

- *"Not working. They should leave the politics to us. It's a purely technical decision for them, and some commissioners are making political decisions." (political perspective)*

Calgary Planning Commission Governance Review – What We Heard | **Page 20**

- *"I want to hear more about the ones that are contentious at CPC. I would like to know more about when CPC has trouble approving rather than about the rubber-stamping ones." (political perspective)*

- *"I know we're encouraged to write comments, but what's the point? I don't think they are really valued by Council. When it goes to Council it just becomes about political views, not the technical stuff." (community perspective)*

- *"Some Councillors appreciate CPC input, others less so. Perhaps there needs to be better awareness of roles and responsibilities between Council and CPC." (administrative perspective)*

- *"Going to CPC and Council is a lot of work for staff, between preparing the reports, going through the reviews, doing presentations, and then being grilled by CPC. It has to add value, otherwise it's just a lot of time spent just doing process. It impacts staff retention. I've had exit interviews where the person says they are burned out and taking a job with the same pay but less stress, less workload, and they can work as a planner in another position with the City or outside and not have to go to CPC." (administrative perspective)*

A few interviewees spoke about other bodies, particularly the Urban Design Review Panel, and opportunities for more information sharing between these groups – but most interviewees focused their comments on the point of intersection with Council.

Future Ambitions: Changes to CPC

Interviewees were asked: *if you had a magic wand and could make three specific changes to CPC today, what would you change?* The opportunity to imagine improvements without concern for the practical constraints proved to be a fruitful exercise, generally well over 100 specific ideas shared by interviewees about things they would like to see change at

CPC. The list below captures the ideas that were shared, sorted with those with the highest frequency at the top:

- **Improve the role clarity of CPC, including the scope of work, and clarify the role and relationship between CPC and Council**
    - *"Clearer definition of CPC's role"*
    - *"It's not clear what the role of CPC is, so fix that"*
    - *"Shift the role to be less about technical 'expertise' and more about city building; add more citizen experts"*
    - *"Take the politics out and get clearer role of CPC to give technical advice"*
    - *"Clearer scope of what goes to CPC and what does not"*

- **Improve the nominations and recruitment process and address the persistent lack of diversity at CPC**
    - *"Not just white men!"*
    - *"Hire an external recruiter to find the right mix of people and perspectives"*
    - *"Increase the pool of applicants with a better recruitment process"*

- **Better information sharing between CPC and Council**
    - *"More frequent comments"*
    - *"Improved comments"*
    - *"Have Clerks document more of the discussion so Council has more insight into discussions at CPC"*
    - *"Better documentation about dissenting opinions"*

- **Remove members of Council and/or Administration from CPC**
  (each of these ideas were raised by at least three people)
    - *"Focus just on community members and experts"*
    - *"Less political, less tied to Administration"*

Calgary Planning Commission Governance Review – What We Heard | **Page 22**

The following ideas were also shared, but less frequently (with bolded items raised by at least three people):

- **Better training or onboarding for CPC**
- **Review CPC compensation**
- **"Ditch the lobbying!"**
- **Expand the consent agenda**
- Have reserve list of members / have multiple panels for CPC
- "Abolish or extremely strip down" / "take as much off the table as possible"
- "Mash up UDRP and CPC – create a stronger body with more teeth"
- Make role more advisory rather than approval authority
- More than 6 citizen members
- No more unnecessary grilling of Administration
- More big picture focus; more emphasis on policy and city building
- Work on bigger files, not small files
- Get engaged earlier in process
- Better public awareness of CPC
- Narrow scope of applications in terms of what CPC does
- Take away CPC's ability to kill Outline Plans, have them go to Council
- Better messaging to the public
- More members and more meetings
- More meetings so there are fewer items on each meeting
- Address conflicts of interest issue
- Have selection of Chair and Vice Chair be done by CPC as a whole
- More information shared in reports
- Earlier conversations, bigger picture city shaping stuff
- Simplify the reports
- Change the Land Use Bylaw

These ideas represent several opportunities to strengthen CPC, with a focus on greater role clarity and improving composition emerging at the top of the list among this group of interviewees.

Calgary Planning Commission Governance Review – What We Heard | **Page 23**