



AGENDA

INFRASTRUCTURE AND PLANNING COMMITTEE

April 2, 2025, 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:

Members of the public are encouraged to follow Council and Committee meetings using the live stream calgary.ca/watchlive

Members of the public who wish to speak at a Standing Policy Committee may request to do so using the form at calgary.ca/publicsubmissions

Committee 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, 2025 February 27
 - 4.2 Minutes of the Regular Meeting of the Infrastructure and Planning Committee, 2025 March 6
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 West Elbow Communities Local Area Plan, IP2025-0281

7.2 Growth Application in the Haskayne Area Structure Plan (Ward 1), GA2024-007, IP2025-0335

7.3 Growth Application in the West View Area Structure Plan (Ward 1), GA2024-003, IP2025-0336

7.4 Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-002, IP2025-0337

7.5 Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-008, IP2025-0334

7.6 Growth Application in the Providence Area Structure Plan (Ward 13), GA2023-001, IP2025-0338

7.7 Land Use Bylaw Housekeeping Amendments, IP2025-0251

8. ITEMS DIRECTLY TO COMMITTEE

8.1 REFERRED REPORTS

None

8.2 NOTICE(S) OF MOTION

None

9. URGENT BUSINESS

10. CONFIDENTIAL ITEMS

10.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

10.1.1 Asset Strategy (Downtown – Ward 07) - 616 Macleod TR SE, IP2025-0363
Held confidential pursuant to Sections 23 (Local public body confidences), 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: 2035 December 31

- 10.1.2 Proposed Sale (Albert Park/Radisson Heights – Ward 9) - 2734 Radcliffe DR SE (Portion of), IP2025-0364
Held confidential pursuant to Sections 23 (Local public body confidences), 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: 2040 April 02

10.2 URGENT BUSINESS

11. BRIEFINGS
None

12. ADJOURNMENT



MINUTES

INFRASTRUCTURE AND PLANNING COMMITTEE

**February 27, 2025, 9:30 AM
IN THE COUNCIL CHAMBER**

PRESENT: Councillor S. Sharp, Chair
Councillor J. Mian, Vice-Chair
Councillor A. Chabot
Councillor S. Chu (Remote Participation)
Councillor E. Spencer (Remote Participation)
Councillor J. Wyness
Councillor D. McLean

ABSENT: Councillor P. Demong (Council Business)

ALSO PRESENT: General Manager D. Hamilton
Senior Legislative Specialist J. Palaschuk
Senior Legislative Specialist C. Doi

1. CALL TO ORDER

Councillor Sharp called the meeting to order at 9:36 a.m.

ROLL CALL

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

Absent from Roll Call: Councillor Demong

2. OPENING REMARKS

Councillor Sharp provided opening remarks and a traditional land acknowledgment.

3. CONFIRMATION OF AGENDA

Moved by Councillor Mian

That the Agenda for the 2025 February 27 Regular Meeting of the Infrastructure and Planning Committee be confirmed.

MOTION CARRIED

4. CONFIRMATION OF MINUTES

- 4.1 Minutes of the Regular Meeting of the Infrastructure and Planning Committee, 2025 February 12

Moved by Councillor Chabot

That the Minutes of the 2025 February 12 Regular Meeting of the Infrastructure and Planning Committee be confirmed.

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 Chinook Communities Local Area Plan, IP2025-0072

A package of public submissions was distributed with respect to Report IP2025-0072.

The following speakers addressed Committee with respect to Report IP2025-0072:

1. Jessica Karpat, Quantum Place Developments
2. Ruth Melchior, Parkhill Community Association
3. Michael Read, Elboya Britannia Community Association
4. Stuart Davie, Mayfair Bel-Aire Community Association
5. Kathy Oberg

Moved by Councillor Mian

That with respect to Report IP2025-0072, the following be approved:

That the Infrastructure and Planning Committee:

1. Forward this Report to the 2025 April 08 Public Hearing Meeting of Council; and

That the Infrastructure and Planning Committee recommend that Council:

1. Give three readings to the proposed bylaw for the proposed Chinook Communities Local Area Plan (Attachment 2); and
2. Repeal, by bylaw, the Parkhill/Stanley Park Area Redevelopment Plan, Manchester Area Redevelopment Plan and 50 Avenue SW Area Redevelopment Plan; and

3. Rescind, by resolution, the Revised Windsor Park Transition Area Policy Statement, Chinook Station Area Plan and Glenmore Trail Land Use Study.

For: (4): Councillor Mian, Councillor Chu, Councillor Spencer, and Councillor Wyness

Against: (3): Councillor Sharp, Councillor Chabot, and Councillor McLean

MOTION CARRIED

- 7.2 Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-004, IP2025-0195

The following documents were distributed with respect to Report IP2025-0195:

- A public submission; and
- A presentation entitled "Incremental Operating Costs Model Summary".

Kathy Oberg, BILD Calgary Region, addressed Committee with respect to Report IP2025-0195.

Moved by Councillor Wyness

That with respect to Report IP2025-0195, the following be approved:

That the Infrastructure and Planning Committee recommend that Council

1. Direct Administration to consider the 2026 operating investments, if any, needed to enable this Growth Application (GA2024-004) in the prioritization of investments for the 2025 November Adjustments; and
2. Direct Administration to consider future capital and operating investments (2027+), as required, for this Growth Application (GA2024-004) in the prioritization of investments in future Service Plans and Budgets.

For: (7): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Spencer, Councillor Wyness, and Councillor McLean

MOTION CARRIED

- 7.3 Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2023-005, IP2025-0197

Councillor Sharp left the Chair at 10:53 a.m. and Councillor Mian assumed the Chair.

Councillor Sharp resumed the Chair at 10:55 a.m.

A public submission was distributed with respect to Report IP2025-0197.

Cam Hart, Jayman Living, addressed Committee with respect to Report IP2025-0197.

Moved by Councillor Wyness

That with respect to Report IP2025-0197, the following be approved:

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating investments, if any, needed to enable this Growth Application (GA2023-005) in the prioritization of investments for the 2025 November Adjustments; and
2. Direct Administration to consider future capital and operating investments (2027+), as required, for this Growth Application (GA2023-005) in the prioritization of investments in future Service Plans and Budgets.

For: (7): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Spencer, Councillor Wyness, and Councillor McLean

MOTION CARRIED

7.4 Growth Application in the Belvedere Area Structure Plan (Ward 9), GA2024-006, IP2025-0198

A public submission was distributed with respect to Report IP2025-0198.

Chad Blash, Apex Developments, addressed Committee with respect to Report IP2025-0198.

Moved by Councillor Chabot

That with respect to Report IP2025-0198, the following be approved:

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating investments needed to enable this Growth Application (GA2024-006) in the prioritization of investments for the 2025 November Adjustments; and
2. Direct Administration to consider future capital and operating investments (2027+), as required, for this Growth Application (GA2024-006) in the prioritization of investments in future Service Plans and Budgets.

For: (7): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Spencer, Councillor Wyness, and Councillor McLean

MOTION CARRIED

7.5 Growth Application in the Belvedere Area Structure Plan (Ward 9), GA2024-005, IP2025-0196

A package of public submissions was distributed with respect to Report IP2025-0196

Chris Andrew, B&A Studios, addressed Committee with respect to Report IP2025-0196.

Moved by Councillor Chabot

That with respect to Report IP2025-0196, the following be approved:

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating investments needed to enable this Growth Application (GA2024-005) in the prioritization of investments for the 2025 November Adjustments; and
2. Direct Administration to consider future capital and operating investments (2027+), as required, for this Growth Application (GA2024-005) in the prioritization of investments in future Service Plans and Budgets.

For: (7): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Spencer, Councillor Wyness, and Councillor McLean

MOTION CARRIED

8. ITEMS DIRECTLY TO COMMITTEE

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 Quarterly Briefing on the Effect of Rezoning for Housing on Calgary's Housing Supply, IP2025-0254

12. ADJOURNMENT

Moved by Councillor Mian

That this meeting adjourn at 11:26 a.m.

MOTION CARRIED

The following Items have been forwarded to the 2025 March 18 Regular Meeting of Council:

CONSENT AGENDA

- Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-004, IP2025-0195

- Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2023-005, IP2025-0197
- Growth Application in the Belvedere Area Structure Plan (Ward 9), GA2024-006, IP2025-0198
- Growth Application in the Belvedere Area Structure Plan (Ward 9), GA2024-005, IP2025-0196

The following Item has been forwarded to 2025 April 8 Public Hearing Meeting of Council:

PLANNING MATTERS FOR PUBLIC HEARING

- Chinook Communities Local Area Plan, IP2025-0072

The next Regular Meeting of the Infrastructure and Planning Committee is scheduled to be held on 2025 March 6 at 9:30 a.m.

CONFIRMED BY COMMITTEE ON

CHAIR

CITY CLERK

UNCONFIRMED



MINUTES

INFRASTRUCTURE AND PLANNING COMMITTEE

**March 6, 2025, 9:30 AM
IN THE COUNCIL CHAMBER**

PRESENT: Councillor S. Sharp, Chair
Councillor J. Mian, Vice-Chair
Councillor A. Chabot
Councillor S. Chu
Councillor E. Spencer
Councillor J. Wyness
Councillor D. McLean

ABSENT: Councillor P. Demong (Council Business)

ALSO PRESENT: General Manager M. Thompson
Senior Legislative Specialist J. Palaschuk
Legislative Specialist A. Gagliardi

1. CALL TO ORDER

Councillor Sharp called the meeting to order at 9:36 a.m.

ROLL CALL

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

Absent from Roll Call: Councillor Demong

2. OPENING REMARKS

Councillor Sharp provided opening remarks and a traditional land acknowledgment.

3. CONFIRMATION OF AGENDA

Moved by Councillor Mian

That the Agenda for the 2025 March 6 Regular Meeting of the Infrastructure and Planning Committee be confirmed.

MOTION CARRIED

4. CONFIRMATION OF MINUTES

None

5. CONSENT AGENDA

Moved by Councillor Mian

That the Consent Agenda be approved as follows:

5.1 DEFERRALS AND PROCEDURAL REQUESTS

5.1.1 Deferral Request – Bridgeland Properties in response to IP2023-0508 from Q1 2025 to Q1 2026, IP2025-0214

MOTION CARRIED

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 Reserve Bids for Properties in the 2025 Real Estate Public Auction, IP2025-0215

Moved by Councillor Mian

That with respect to Report IP2025-0215, the following be approved:

That the Infrastructure and Planning Committee recommend that Council:

1. Authorize the Recommendations as outlined in Attachment 1; and
2. Approve the Reserve Bids for Properties in the 2025 Real Estate Public Auction as outlined in Attachment 3.

For: (7): Councillor Sharp, Councillor Mian, Councillor Chabot, Councillor Chu, Councillor Spencer, Councillor Wyness, and Councillor McLean

MOTION CARRIED

8. ITEMS DIRECTLY TO COMMITTEE

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 Update on advancing business-friendly approaches to City-led infrastructure construction, IP2025-0005

12. ADJOURNMENT

Moved by Councillor Mian

That this meeting adjourn at 9:59 a.m.

MOTION CARRIED

The following Item has been forwarded to the 2025 March 18 Regular Meeting of Council:

CONSENT AGENDA

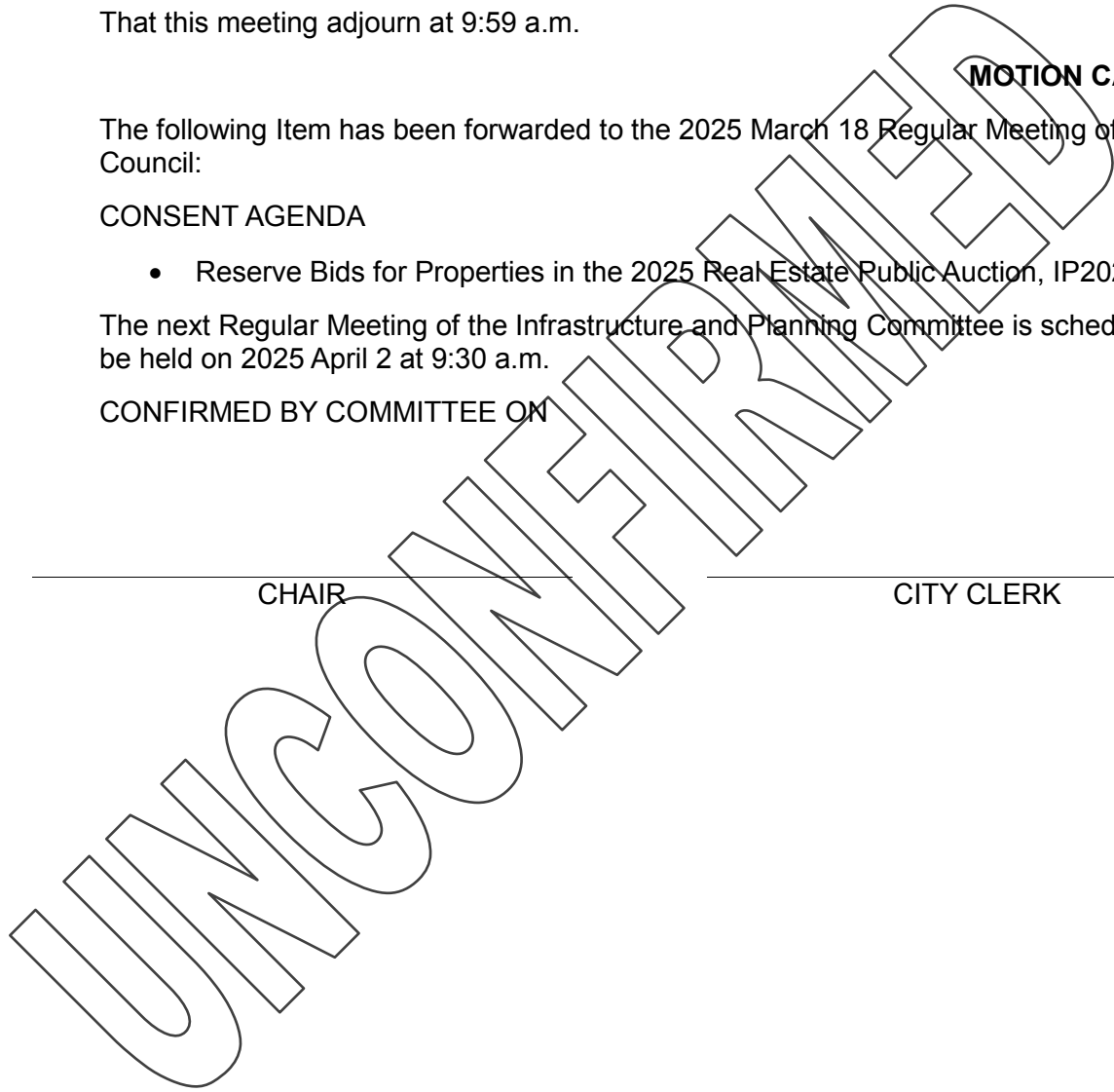
- Reserve Bids for Properties in the 2025 Real Estate Public Auction, IP2025-0215

The next Regular Meeting of the Infrastructure and Planning Committee is scheduled to be held on 2025 April 2 at 9:30 a.m.

CONFIRMED BY COMMITTEE ON

CHAIR

CITY CLERK



**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 April 02**

**ISC: UNRESTRICTED
IP2025-0281**

West Elbow Communities Local Area Plan

PURPOSE

This report seeks approval of the proposed West Elbow Communities Local Area Plan (the Plan).

PREVIOUS COUNCIL DIRECTION

At the 2021 February 08 Combined Meeting of Council, Council approved the City Planning and Policy Priorities and Workplan Report 2021 ([PUD2021-0046](#)). Within this report, the West Elbow Communities Local Area Plan was identified as “West Elbow – Areas 2 and 3 Multi-Community Plan” and was provided a start date of 2020 Q1 and an end date of 2022 Q4. The project initially launched in 2019 however, the COVID-19 pandemic resulted in the project being put on hold. The project was re-launched in Spring 2023.

RECOMMENDATION(S):

That Infrastructure and Planning Committee:

1. Forward this Report to the 2025 May 06 **Public Hearing Meeting of Council**; and

That Infrastructure and Planning Committee recommend that Council:

2. Give three readings to the proposed bylaw, the proposed West Elbow Communities Local Area Plan and repeal the Bylaw 13P81 Bankview Area Redevelopment Plan, Bylaw 2P93 Cliff Bungalow Area Redevelopment Plan, Bylaw 15P84 Erlton Area Redevelopment Plan, Bylaw 20P82 Lower Mount Royal Area Redevelopment Plan, Bylaw 3P2014 Marda Loop Area Redevelopment Plan, Bylaw 12P2004 Mission Area Redevelopment Plan, Bylaw 17P85 Richmond Area Redevelopment Plan, Bylaw 13P86 South Calgary/Altadore Area Redevelopment Plan, Bylaw 13P82 Sunalta Area Redevelopment Plan, and Bylaw 7P96 Upper Mount Royal Area Redevelopment Plan (Attachment 2);
3. Give three readings to the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas (Attachment 7);
4. RESCIND by resolution the CFB East Community Plan.

GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The proposed Local Area Plan provides a clear vision that will guide future growth and change across the West Elbow Communities. The Plan also supports the implementation of Home is Here: The City of Calgary’s Housing Strategy.

HIGHLIGHTS

- The Plan sets the vision for the evolution of a group of communities over the next 30 years, providing direction on future development and investments that existing and future residents, landowners, builders / developers, city departments and Council can refer to as a guide for new development.

West Elbow Communities Local Area Plan

- The Plan provides guidance and direction on growth and change to 16 communities: Altadore, Bankview, Cliff Bungalow, Elbow Park, Erlton, Garrison Woods, Lower Mount Royal, Mission, Rideau Park, Roxboro, Scarboro, South Calgary, Sunalta, Upper Mount Royal, the portion of North Glenmore Park north of Glenmore Trail SW and the portion of Richmond east of Crowchild Trail SW.
- The Plan includes six main streets: 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 14 Street SW, 4 Street SW and Macleod Trail S, two LRT stations: Sunalta LRT Station and Erlton LRT Station as well as four MAX BRT stations: 17 Avenue SW, 26 Avenue SW, Marda Loop and 54 Avenue SW, all located on Crowchild Trail SW.
- Major institutions located in the West Elbow Communities include the Richmond Road Diagnostic and Treatment Centre (the former Children's Hospital) and the Military Museums.
- Calgarians will benefit from key moves in the Plan, including supporting and respecting historic places and spaces, enhancing parks, open spaces and natural areas, providing more daily needs and amenities within walking distance, improving mobility in and around the area and increasing housing choices for people.
- The Plan aligns with Council's priority to modernize local area planning by applying consistent policies across multiple communities that share common amenities and infrastructure.

DISCUSSION

The Plan area includes sixteen communities in the SW quadrant of Calgary. While each community has its own individual boundaries, the West Elbow Communities share common amenities, public and transit infrastructure, natural areas, regional and neighbourhood parks, and schools. The proposed Plan (Attachment 2) supports and enables existing and future residents and businesses, providing development policies and identifying community improvements for future investment.

The Plan seeks to create opportunities to address the changing needs of people of different age groups, abilities, and lifestyles by supporting additional and more diverse housing options in key locations such as transit station areas, Main Streets, community corridors, and along the Primary Transit Network. Increased housing options will allow people to age in place and can help attract new residents with various lifestyles, ultimately supporting local schools, businesses, and amenities.

The Plan's future growth concept identifies strategic growth areas and specific development policies for main streets and transit station areas, which are envisioned to accommodate the greatest intensities of growth in the Plan area.

Heritage Guideline Areas were identified using Council-approved criteria that are applied consistently across Calgary. Heritage Guidelines will direct that new development within identified Heritage Guideline Areas is contextually sensitive and consistent with existing heritage assets. Amendments to Land Use Bylaw 1P2007 are necessary to enable implementation of the Heritage Guidelines (Attachment 7) by making all applications for new development in Heritage Guideline Areas discretionary development permit applications. These amendments to the Land

West Elbow Communities Local Area Plan

Use Bylaw maps attached as Schedule “A” as the Heritage Guidelines, which outline the location of Heritage Guideline Areas.

A detailed Background and Planning Evaluation can be referenced in Attachment 3.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|---|---|
| <input checked="" type="checkbox"/> Public engagement was undertaken | <input checked="" type="checkbox"/> Dialogue with interested parties was undertaken |
| <input checked="" type="checkbox"/> Public/interested parties were informed | <input type="checkbox"/> Public communication or engagement was not required |

Engagement Overview

The proposed Plan was developed over two years using a phased engagement approach to advance local area planning in these communities. Public input gathered through an extensive engagement and communications plan identified opportunities, challenges, and solutions to guide growth and change in this area. A working group that consisted of representatives from community associations, residents, and industry met a total of eight times and provided detailed feedback through each phase of engagement. A separate heritage working group met a total of five times and provided feedback on the Heritage Guideline Areas policy. In addition, engagement sessions were held with community associations and targeted groups including Mount Royal University and University of Calgary students. A detailed description of the project’s Engagement Summary is found in Attachment 4.

Calgary Planning Commission (CPC) Workshop

A closed session workshop with CPC was held on 2024 July 25. The workshop focused on the draft Plan including the Urban Form and Building Scale maps, development policies supporting growth, and community improvements. There was general support of the draft Plan and the feedback provided informed subsequent revisions. Attachment 6 provides a summary of themes from the workshop and Administration’s response.

IMPLICATIONS

Social

The Plan includes policies and community improvements that provide direction to the West Elbow Communities to further develop into a well-connected area that supports recreation, economic activity, and livability. These improvements foster inclusive and vibrant mixed-use spaces that focus on the area’s six Main Streets and six transit stations. The Plan supports housing choices centered around these areas to ensure existing and future residents can find housing in the Plan area that meets their changing needs.

Environmental

The Plan includes direction for greenhouse gas reductions and climate resiliency. It provides development policies for net zero or net zero ready buildings, natural infrastructure, and water, encouraging more efficient buildings, renewable energy generation, and improved physical and natural infrastructure. The Plan also includes policies to support expansion of the tree canopy and sets goals to increase the canopy to 21% by 2030, 22% by 2040, and 23% by 2050, through retention of the existing canopy and planting new trees. In addition, the Plan explores

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 April 02**

**ISC: UNRESTRICTED
IP2025-0281**

West Elbow Communities Local Area Plan

opportunities to invest in the preservation, restoration, and enhancements of natural areas while enhancing natural area connectivity within the ecological network. Removing barriers and encouraging redevelopment in established neighbourhoods makes efficient use of existing infrastructure and brings people closer to services and amenities, resulting in reduced greenhouse gas emissions.

Economic

The Plan will enable a more active and vibrant urban environment by promoting a compact urban form and enhancing the efficient use of existing infrastructure, including LRT and MAX BRT lines. It will also support the economic activities of the area's Main Streets. By supporting a range of local and regional commercial opportunities and expanding housing types within the nodes, corridors, transit station areas and Main Streets, the Plan will strengthen the local economy and provide more housing options for visitors, residents, students, and workers in the Plan area.

Service and Financial Implications

No anticipated financial impact

RISK

Over the past two years, there has been significant investment from The City and members of the public, the working group, community associations, interested groups, and industry towards creating the proposed Plan. This input has guided decisions about how and where new development and community investment and improvements make sense in the communities. If the proposed Plan is not approved, communities will continue to redevelop under the guidance of no or older Area Redevelopment Plans which have undergone numerous amendments, leading to unpredictability and uncertainty, eroding community trust.

ATTACHMENT(S)

1. Previous Council Direction
2. West Elbow Communities Local Area Plan
3. Background and Planning Evaluation
4. Final Engagement Summary
5. Lessons Learned
6. Calgary Planning Commission Review
7. Proposed Amendments to the 1P2007 Land Use Bylaw
8. Presentation
9. Public Submissions

Department Circulation

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

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 April 02**

**ISC: UNRESTRICTED
IP2025-0281**

West Elbow Communities Local Area Plan

Authors: E. Goldstrom, P. Schryvers, N. Soriano, Community Planning

Previous Council Direction

Context

The West Elbow Communities Local Area Plan is part of the Local Area Planning Program which seeks to update and modernize local area plans in Calgary.

Previous Council Direction

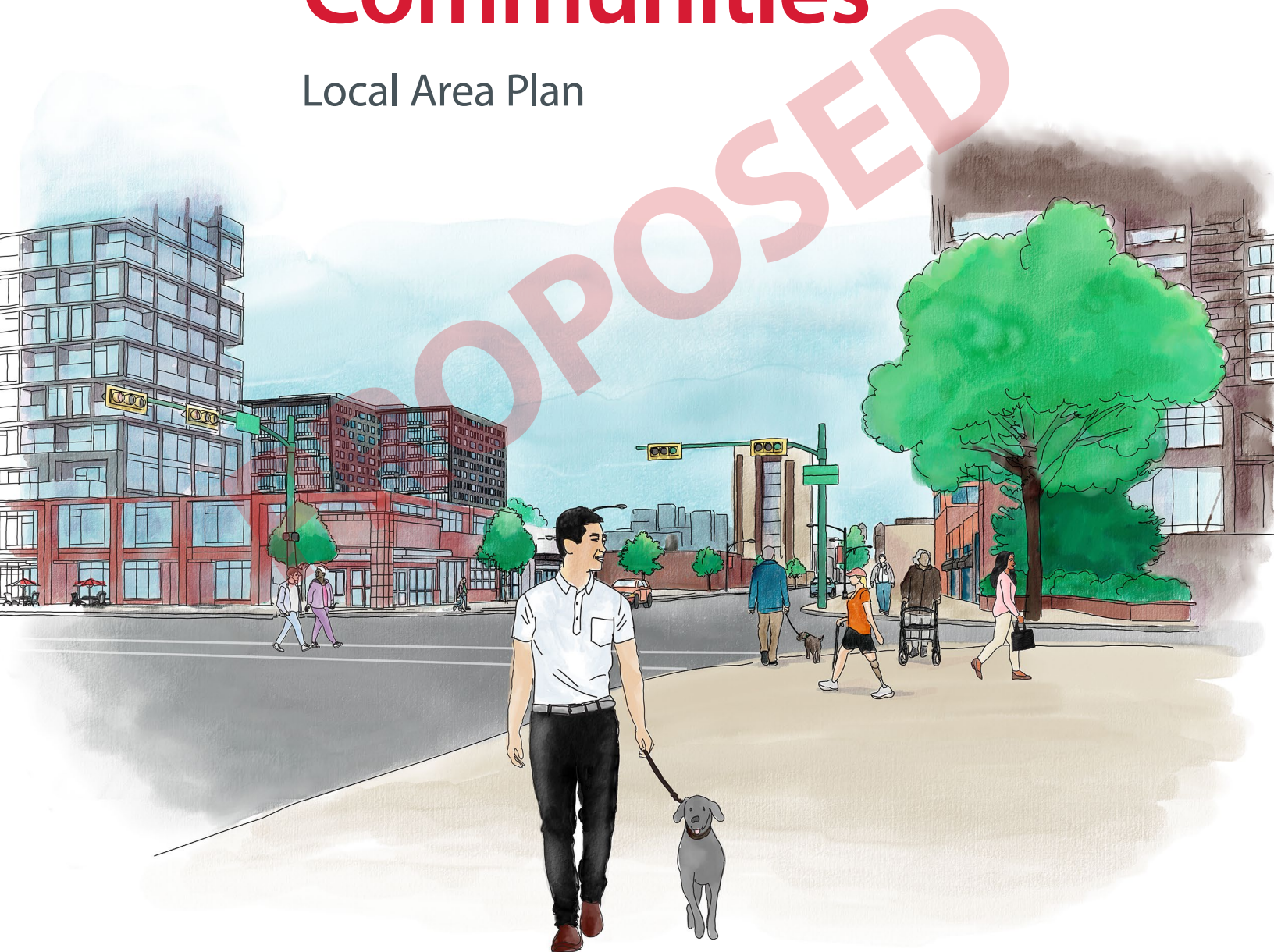
The table below provides details of Council direction since 2021 that have guided Administration’s work on the West Elbow Communities Local Area Plan proposed in this report.

Timeline of Previous Council Direction

DATE	REPORT NUMBER	DIRECTION/DESCRIPTION
2021 February 08	PUD2021-0046	<p>At the 2021 February 08 Combined Meeting of Council, Council approved the City Planning and Policy Priorities and Workplan Report 2021 (PUD2021-0046). Within this report, the West Elbow Communities Local Area Plan was identified as “West Elbow – Areas 2 and 3 Multi-Community Plan” and was provided a start date of Q1 2020 and an end date of Q4 2022.</p> <p>The project initially launched in 2019 with an initiation of Phase 0. However, the COVID-19 pandemic resulted in the project being put on indefinite hold. The project was re-launched in 2023 with Phase 0 starting in the spring of that year.</p>
2022 February 15	IP2022-0053	<p>At the 2022 February 15 Combined Meeting of Council, Council adopted the recommendations of the City Planning Policy Roadmap 2022 (IP2022-0053). Several unnamed future Local Area Plans were listed as “LAP Communities TBD” with start dates in 2023, 2024 and 2025. The West Elbow Plan re-launched Phase 0 in early 2023, aligning with these future LAP start dates. The report noted that the length of Local Area Planning project development can vary based on plan area context and other City project coordination. Project timelines were adjusted to allow appropriate time for collaboration with the community and to allow the <i>Rezoning for Housing</i> initiative to proceed without conflict.</p>
2022 March 29	C2022-0372	<p>The top three priorities from Council’s Refined Strategic Direction 2023-2026 (C2022-0372) identified the following three top priorities:</p> <ul style="list-style-type: none"> • Transit • Downtown Revitalization; and, • Land Use and Local Area Planning Process Review (Housing)

West Elbow Communities

Local Area Plan



Publishing Information

Title

West Elbow Communities Local Area Plan

Author

The City of Calgary

Status

PROPOSED MARCH 2025

Additional Copies

The City of Calgary
Records & Information Management (RIM)
Calgary Building Services
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Calgary, AB T2P 2M5

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calgary.ca

24-0042502-CRV-32828

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Land Acknowledgment

Calgary is situated within the ancestral lands and traditional territories of the people of the Nations that made Treaty 7. These Nations in Southern Alberta are: the Siksika, Piikani, Amskaapipiikani and Kainai First Nations, who, altogether, form the Siksikaitsitapi (Blackfoot Confederacy); the Îlethka Nakoda Wîcastabi (Stoney Nakoda) First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation. The city of Calgary is also homeland to the historic Northwest Métis and to the Métis Nation Battle River Territory, Nose Hill Métis District 5 and Elbow Métis District 6. We acknowledge all Indigenous people who have made Calgary their home.

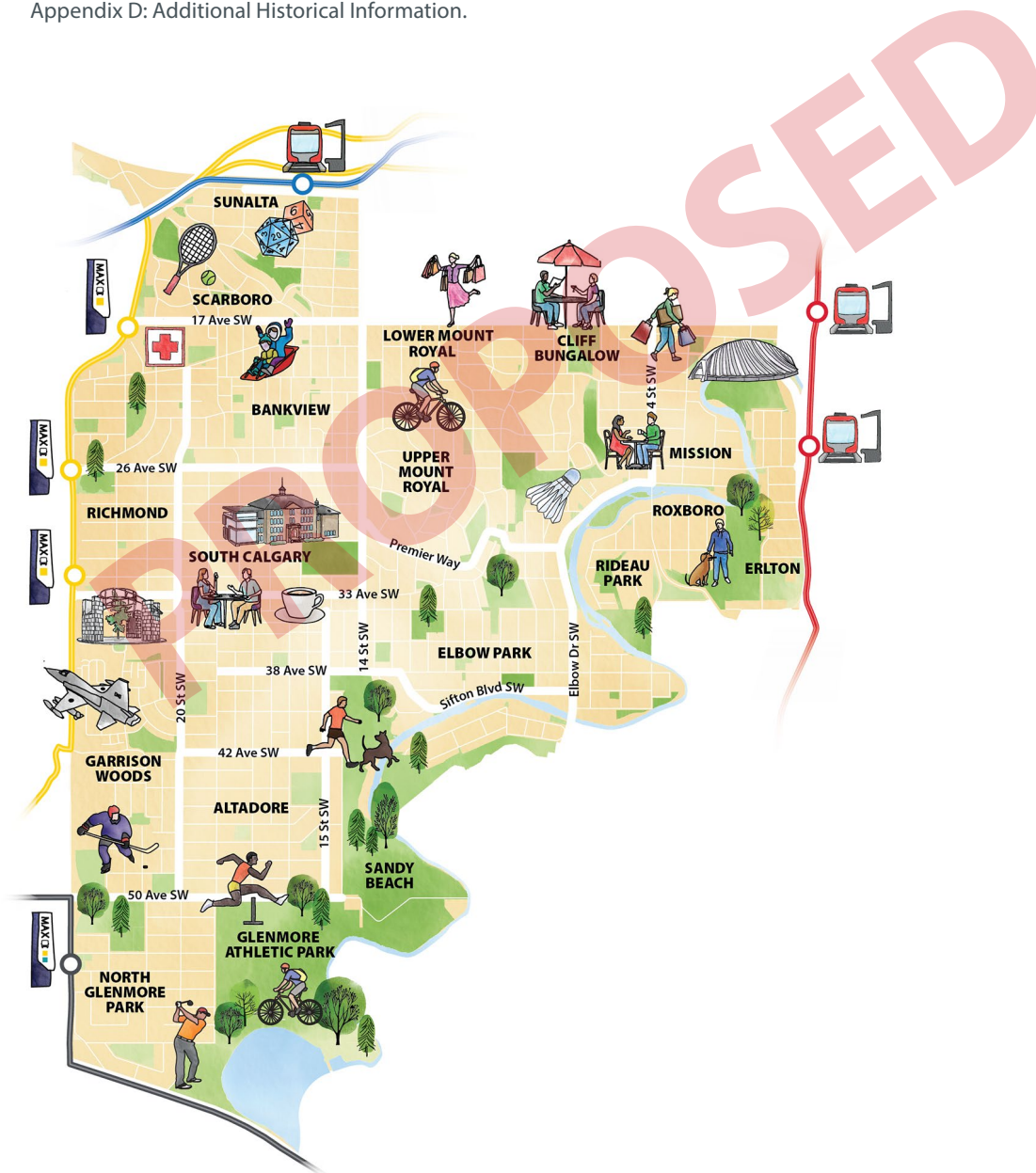
In response to the findings and calls to actions of the Truth and Reconciliation Commission, The City is beginning to explore how to better understand and act on our shared foundations with Indigenous peoples. While discussions continue regarding our own actions and efforts, The City is committed to beginning to actively explore ways to redefine our understandings, our assumptions, our relationships and our abilities to build a more inclusive and equitable city based on our shared foundations.

Executive Summary

About the Area

The West Elbow Communities is an area south of downtown, and includes the communities of Altadore, Bankview, Cliff Bungalow, Elbow Park, Erlton, Garrison Woods, Lower Mount Royal, Mission, North Glenmore Park, Richmond, Rideau Park, Roxboro, Scarboro, South Calgary, Sunalta, and Upper Mount Royal.

The West Elbow Communities have a long and rich history including the establishment of some of Calgary's first communities, commercial areas, and mobility corridors. Each of the 16 communities in the Plan area has their own unique histories, having experienced growth and change differently. The West Elbow Communities will continue to experience new residential and commercial redevelopment, providing opportunities for existing and future residents, businesses, and visitors. A further account of the history of each of the West Elbow Communities can be found in Appendix D: Additional Historical Information.



Current Context

The West Elbow Communities provide a range of housing choices located near the downtown with access to many parks and natural areas. With several **Main Streets** throughout the Plan area, residents can easily access daily needs and amenities, entertainment, and businesses close to home.

The West Elbow Communities attracts visitors from across the city to commercial areas including the Neighbourhood **Main Streets** of 17 Avenue SW, 33 Avenue SW (Marda Loop) and 4 Street SW (Mission), recreational facilities like the MNP Community & Sport Centre and Glenmore Athletic Park, as well as art and culture hubs such as cSPACE Marda Loop. Many people also travel to the West Elbow Communities to enjoy various parks, open spaces, and natural areas, including Sandy Beach Park, Lindsay Park, and the Elbow River pathway system.

Altadore

Altadore is characterized by its proximity to the Elbow River valley and Glenmore Athletic Park, small-scale commercial opportunities along 16 Street SW and 20 Street SW, as well as its grid street pattern. Early development in Altadore saw residential homes constructed throughout the community and commercial areas emerge on 34 Avenue SW, following the extension of the historic streetcar network in 1912. Recently the community has seen residential infill development constructed throughout the community, including townhouse and multi-residential development.

Bankview

Bankview is within close proximity to the 17 Avenue SW and 14 Street SW **Main Streets**. The community began to build out in the early 1900's, and in the 1950s Bankview began seeing new multi-residential apartment building developments. Today, Bankview is comprised of a diverse mix of low- to medium-density housing forms, including single detached homes, townhouses and apartment buildings.

Cliff Bungalow

Cliff Bungalow, characterized by its mix of housing forms and proximity to **Main Streets** and the Elbow River pathway system, has developed with commercial areas along 4 Street SW and 17 Avenue SW and primarily residential development off of the **Main Streets**. In recent decades, Cliff Bungalow has generally seen new low-scale and multi-residential infill development replacing single detached homes.

Elbow Park

Developed by Fredrick Charles Lowes, Elbow Park was envisioned as a residential community, and generally continues to be so. Elbow Park has a steep slope that runs through the community, with some of the community's older homes by the Elbow River, and newer infill development atop the slope. Today, the community is comprised of primarily single detached homes on large lots.

Erlton

Early development in Erlton saw the establishment of three cemeteries, with single detached residential development throughout the remainder of the community. Erlton is bound to the east by Macleod Trail S and the Elbow River to the west and north. The community has a steep hill, with multi-residential development and townhouses on the lower elevation towards the north of the community and lower density residential to the south. Erlton is also home to Lindsay Park and the MNP Community & Sport Centre, which is a regional draw for sporting events.

Garrison Woods

Following World War II, the Canadian Forces Base (CFB) Calgary was established on the lands that now comprise Garrison Woods. Early development in the area was in the form of low-density residential buildings that were the Private Married Quarters (PMQs) for families of serving military personnel. After the CFB's closure in 1998 the base was developed into the Garrison Woods community. As part of the development many PMQs were refurbished and remain in the community today. Garrison Woods is comprised of single detached, semi-detached, and rowhouse development.

Lower Mount Royal

Lower Mount Royal sits to the north of the hill that separated it from Upper Mount Royal. To the north it is bound by the 17 Avenue SW **Main Street**. Early development in the community consisted of single detached, semi-detached, and multi-residential homes, and the emergence of commercial businesses on 17 Avenue SW after the historic streetcar commenced its “Belt Line” route through the corridor in 1909. Away from 17 Avenue SW, Lower Mount Royal is primarily multi-residential development and continues to see infill development throughout the community.

Mission

Mission is named after the Roman Catholic mission that historically was in the community. Characterized by its adjacency to the 4 Street SW and 17 Street SW **Main Streets** and Elbow River pathway system, Mission has seen the development of a wide variety of residential developments throughout the community. Mixed uses including commercial development are located along 4 Street SW and 17 Avenue SW.

North Glenmore Park

North Glenmore Park includes easy access to the Elbow River valley, Glenmore Athletic Park, and Glenmore Trail SW. Development of North Glenmore Park saw the construction of predominantly single detached homes on large lots, and by the 1960s and 1970s the emergence of two commercial areas at opposite ends of 54 Avenue SW. Today, North Glenmore Park sees townhouse and single detached infill development emerging throughout the community.

Richmond

Richmond is defined by its grid street pattern and adjacency to the 17 Avenue SW and 33 Avenue SW **Main Streets**. The former Alberta's Children Hospital opened in 1952 and operated until the facility changed to the Richmond Road Diagnostic and Treatment Centre in 2007. Most residential development occurred in the 1950s and consisted of low-density residential with commercial areas developing along 33 Avenue SW and 26 Avenue SW. In recent decades, Richmond has seen new residential infill development, which has led to a diversity of housing forms in the community today.

Rideau Park

Rideau Park, adjacent to the Elbow River, was developed prior to World War I. Historically Rideau Park saw single detached residential developments throughout the community, with the exception of Rideau Towers, a collection of multi-residential apartments built in 1954. Today, Rideau Park is comprised of low-density residential in close proximity to the Elbow River valley and easy access to commercial opportunities along the 4 Street SW **Main Street** area, which sits north of Rideau Park.

Roxboro

Roxboro sits adjacent to the Elbow River and the pathway and parks that line the Elbow River Valley. Residential development in Roxboro was not completed until 1923 due to a real estate collapse, and through the 20th century the community saw the emergence of low-density residential infill development. Today, residents enjoy access to open spaces along the Elbow River, as well as easy access to the 4 Street SW **Main Street** to the north of the community.

Scarboro

Scarboro, characterized by its hilly topography, curvilinear streets, and proximity to the 17 Avenue SW **Main Street**, formally became a community in 1910. Historically, the Olmsted Brothers' firm were consulted to develop Scarboro as a residential community. Today, Scarboro consists of primarily single detached homes on large lots and continues to see infill development throughout the community.

South Calgary

South Calgary is characterized by its hilly landscape, grid street pattern and proximity to the 14 Street SW and 33 Avenue SW **Main Streets**. The historic streetcar reached the area in 1912 and operated until 1948, which supported emerging commercial areas along 14 Street SW and 33 Avenue SW. Today, South Calgary offers a diverse range of housing forms, with townhouse and multi-residential infill development, as well as commercial and mixed-use development along 33 Avenue SW and 14 Street SW. The community also includes cSPACE Marda Loop, a community and arts space in a renovated sandstone school.

Sunalta

The community of Sunalta is characterized by its proximity to the Bow River, grid street pattern, and adjacency to the 10 Avenue SW, 14 Street SW, and 17 Avenue SW **Main Streets**. Today, many older homes can be found to the south of the community, with newer multi-residential infill development concentrating to the north of the community. Along with commercial and multi-residential development, light industrial uses are also located along 10 Avenue SW, which is unique to the Plan area.

Upper Mount Royal

Upper Mount Royal was subdivided incrementally from 1905 to 1911 and designed by the Olmsted Brothers' firm. It was originally marketed as an exclusive upper-class community, reflected in the rapid development of single detached homes on large lots from 1904 to 1914. Characterized by steep hills, curved street pattern, and large lot sizes, Upper Mount Royal consists of predominantly single detached homes, with multi-residential development and townhouses located along the 14 Street SW **Main Street**.

PROPOSED

Future Evolution

The West Elbow Communities Local Area Plan was created to help guide where and how this area can continue to evolve over time. An overview of the big moves proposed through the Plan, including future community improvements and key locations for where different types of new development are envisioned, are summarized below.

Vision

The West Elbow Communities are a diverse and vibrant set of walkable communities that are defined by their proximity to downtown, walkable communities, an exceptional park network highlighted by the Elbow River valley, and unique commercial areas such as 17 Avenue SW and Marda Loop. The West Elbow Communities will continue to grow and develop as well-connected areas that offer a wide range of housing, recreational, and commercial opportunities for both residents and visitors.

Key Moves

The Plan's key moves are aligned with the core values.

Historic Places and Spaces

Celebrating the unique histories of the West Elbow Communities

- Finding opportunities to commemorate the histories of the Plan area through educational, placemaking, and naming opportunities, including Indigenous and non-Indigenous histories.
- Incentivizing the retention of historic buildings and places.
- Ensuring new development within heritage-rich areas is contextually sensitive.



Housing for All

Supporting diverse housing options throughout the Plan area to meet the needs of all

- Supporting a diversity of housing options that meet the current and evolving needs of Calgarians today and in the future.
- Enabling the provision of **mixed-market housing** and **non-market housing**.



Parks, Open Space, and Natural Areas

Enhancing parks, open spaces, and natural areas

- Enhancing natural areas, like the Elbow River valley, to improve ecological functions and protect areas of cultural significance.
- Identifying park improvements and investment opportunities in existing parks including Lindsay Park, South Calgary Park, and community parks throughout the Plan area.
- Supporting improvements to recreational facilities including the MNP Community & Sport Centre and Glenmore Athletic Park.



Safe and Convenient Mobility

Improving the safety and accessibility of all mobility options to and through the Plan area

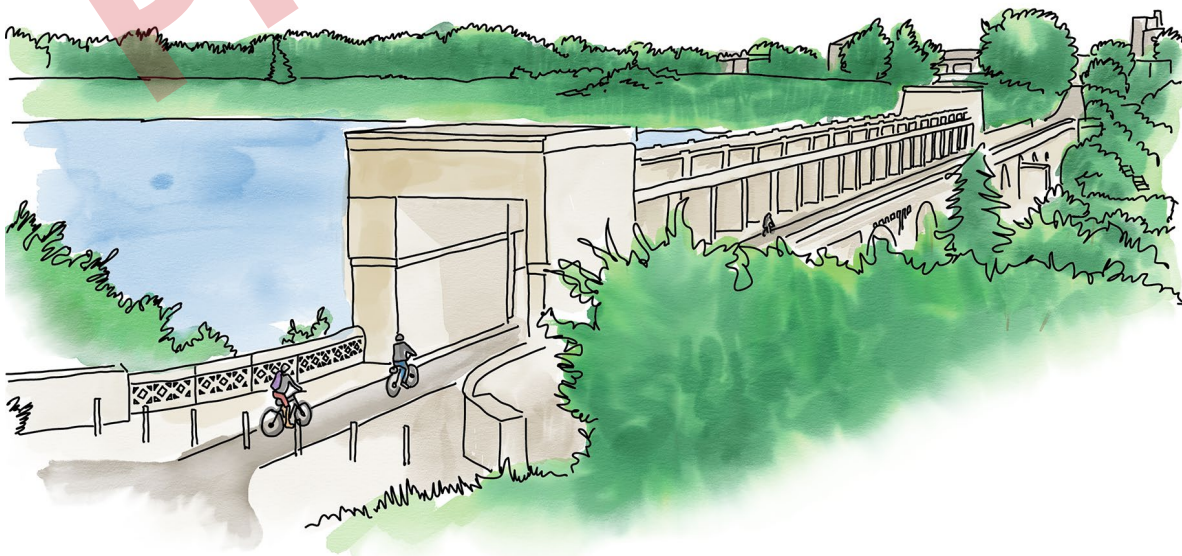
- Highlighting opportunities to improve pedestrian and active mobility modes including community corridor and pathway improvements.
- Supporting improvements to the transit network through identifying opportunities for mobility infrastructure upgrades, including transit station area improvements near Sunalta LRT Station and Erilton/Stampede LRT Station, as well as around BRT stations.



Climate Resiliency

Identifying mitigation measures that address hazards caused by a changing climate

- Supporting sustainable development practices that limit per capita greenhouse gas emissions.
- Identifying opportunities to reduce vulnerability from climate events such as flooding.



Daily Needs and Amenities

Enabling a diversity of businesses throughout the Plan area and improving access to daily needs and amenities

- Highlighting opportunities for **Main Street** improvements throughout the Plan area including 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, Macleod Trail S, 4 Street SW, and 14 Street SW.
- Exploring opportunities for local commercial uses along **community corridors** and within select communities like Bankview, South Calgary, Mission, and Cliff Bungalow.



Focus Areas For New Development



Key locations for Commercial Development (Neighbourhood Commercial)

Existing commercial areas are envisioned to continue to support local businesses and allow for new commercial opportunities in the future, improving as pedestrian-friendly corridors with diverse businesses including restaurants, entertainment, and emerging retail business opportunities. These areas are located along existing commercial concentrations on the Neighbourhood **Main Streets** of 10 Avenue SW, 17 Avenue SW, 14 Street SW, 4 Street SW, and 33 Avenue SW. Several of these areas are also located in **transit station areas**, including around Sunalta LRT Station on 10 Avenue SW, 33 Avenue SW BRT Station, and 54 Avenue BRT Station.



Key locations for Mixed-use Development (Neighbourhood Flex)

Areas envisioned for new mixed-use development (either fully residential, fully commercial or a combination of both) are envisioned for areas along **Main Streets** without existing commercial concentrations, including parts of 10 Avenue SW, 17 Avenue SW, 14 Street SW, 33 Avenue SW, and on the west side of Macleod Trail S. **Community corridors** are also envisioned to allow flexibility in new mixed-use development opportunities. This includes 26 Avenue SW (west of 14 Street SW), and 54 Avenue SW, roads adjacent to **Main Streets** including 11 Avenue SW, 12 Avenue SW, and 34 Avenue SW, and comprehensive and special policy areas including the Holy Cross site and Cathedral District.



Key Locations for Residential with Small Local-focused Shops (Neighbourhood Connector)

Primarily residential development, with different housing types and opportunities for small local-focused shops, are envisioned predominately along **community corridors** including Richmond Road SW, 20 Street SW, 16 Street SW, Elbow Drive SW, and 50 Avenue SW, and areas adjacent to **Main Streets**. Policies in this Plan support neighbourhood-wide local commercial opportunities in some communities including Bankview, Cliff Bungalow, Mission, and South Calgary. These areas create opportunities for small businesses to locate in communities, providing access to daily needs, services, and amenities.



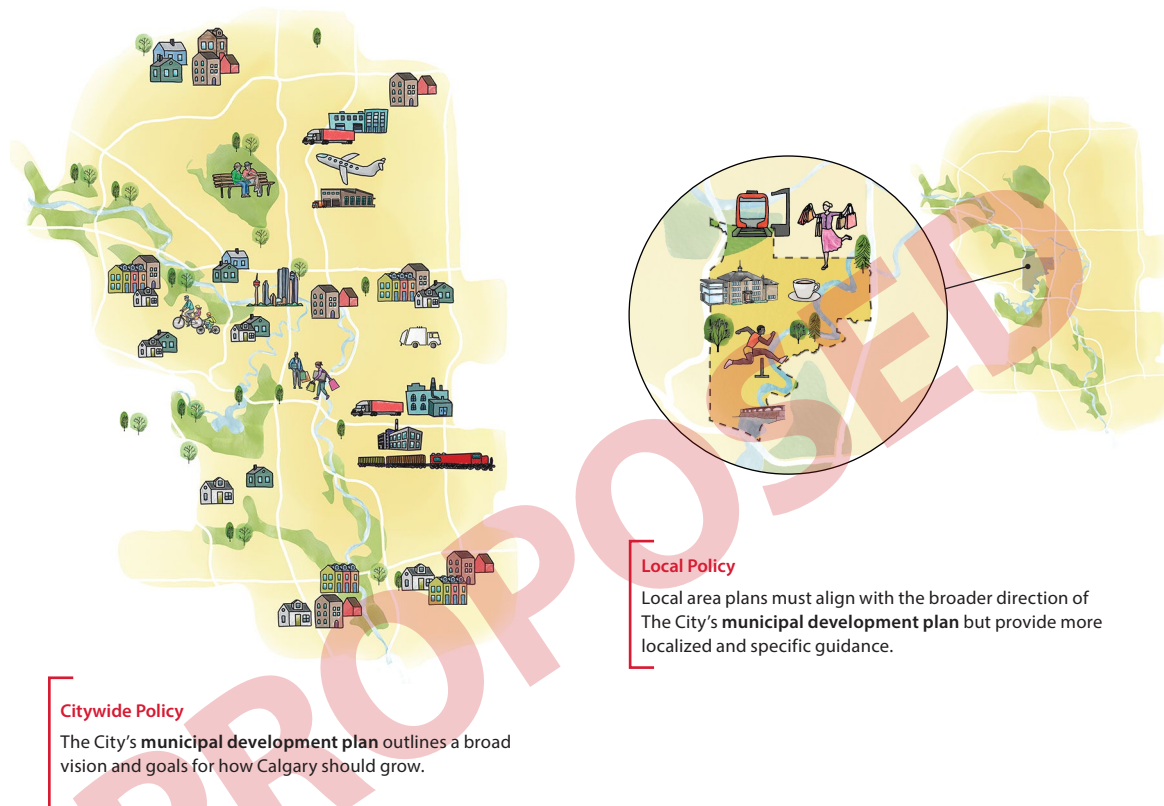
Key Locations for Primarily Residential Development (Neighbourhood Local)

Opportunities for residential homes or home-based businesses continue to be predominant throughout the Plan area.

How To Read This Plan

The West Elbow Communities Local Area Plan (the Plan) is a statutory document adopted as an Area Redevelopment Plan and approved by bylaw.

The policies and maps in the West Elbow Communities Local Area Plan are used to help guide decisions about the ongoing evolution of the West Elbow Communities. Residents, landowners, builders and developers, local businesses, city departments, and Councillors can commonly refer to the West Elbow Communities Local Area Plan when new development ideas and community improvements are proposed and considered within the West Elbow Communities.



The West Elbow Communities Local Area Plan includes the following sections:

Chapter 1 Visualizing Growth

Includes the vision for the area, core values that support the vision, as well as history and current context of the West Elbow Communities.

Chapter 2 Enabling Growth

Includes a future growth concept (Urban Form Map and Building Scale Map) as well as policy direction that must be aligned if new development is proposed.

Chapter 3 Supporting Growth

Includes specific goals, objectives, and implementation options for future investment opportunities to support the future growth concept through **public space** investments and improving mobility **infrastructure**.

Chapter 4 Implementation and Interpretation

Contains information regarding the Plan's policy framework, legal interpretation, status and limitations, implementation and monitoring, and Glossary of Terms (terms in chapters one through four that are identified by bold font). Key interpretation information for the terms should/shall/encourage are provided.

Appendices

Additional non-statutory plan information can be found in the Appendices such as additional investment opportunities, supplementary maps, and historical information.

PROPOSED

1 Visualizing Growth



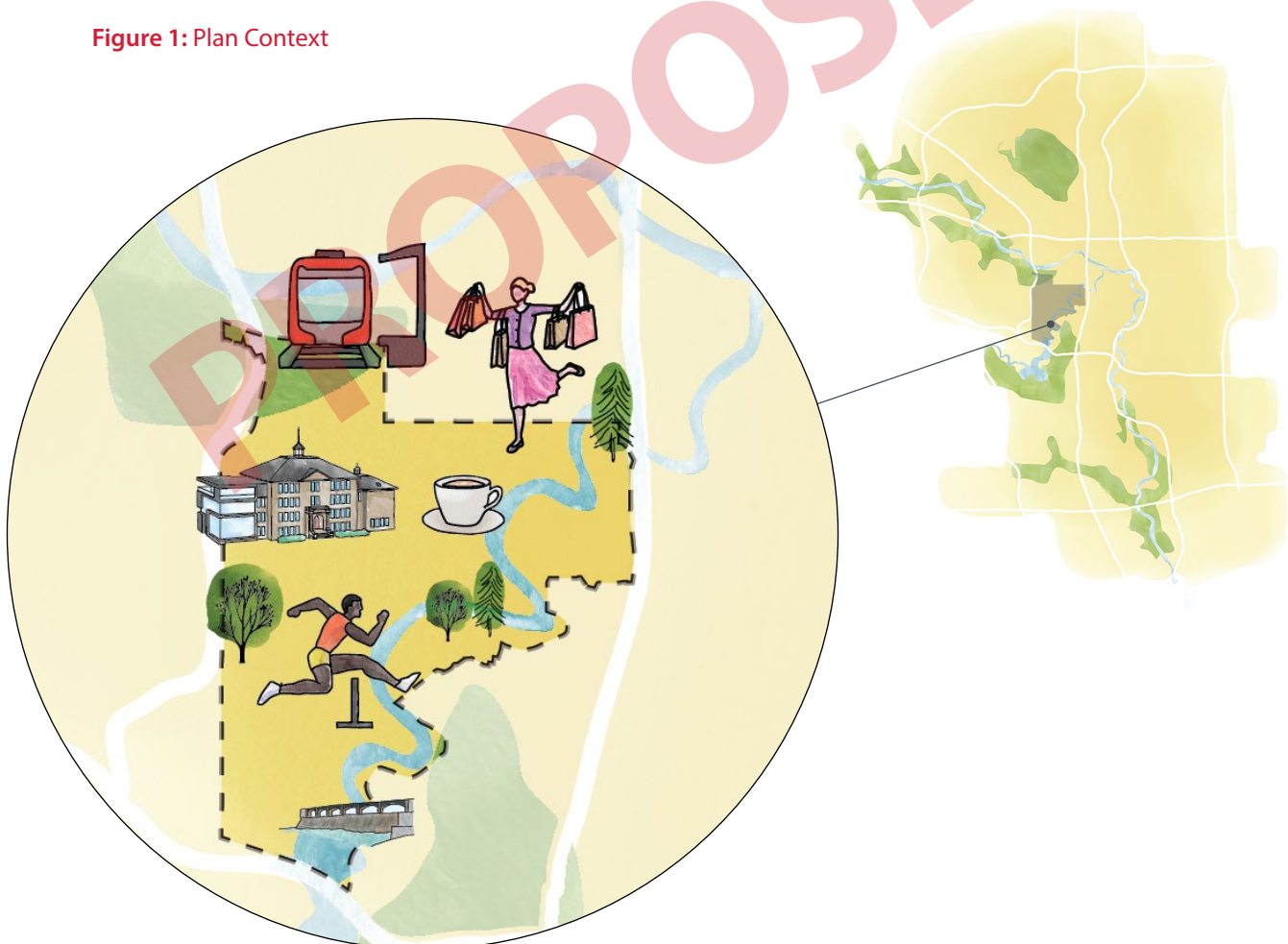
1.1 Introduction

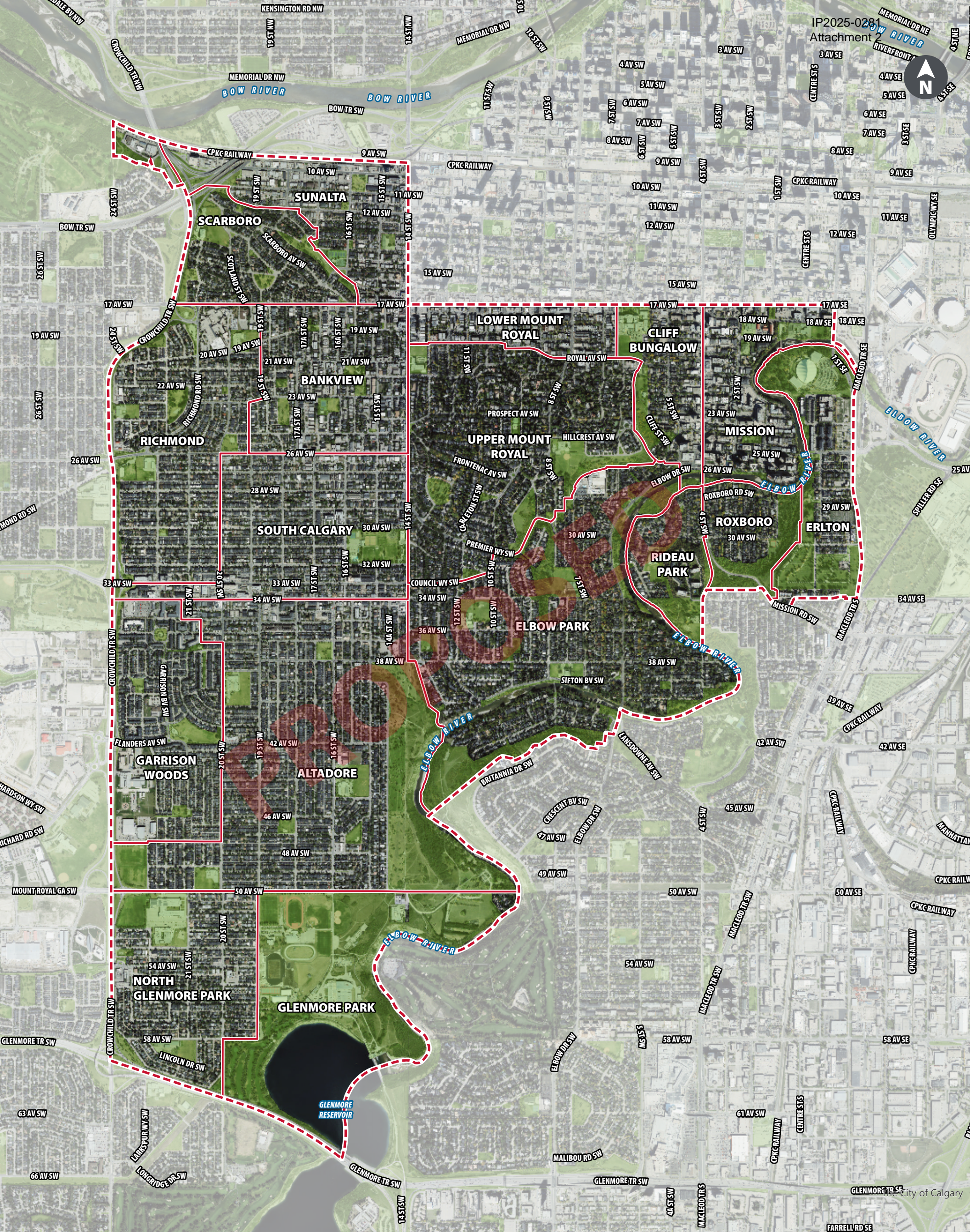
The West Elbow Communities Local Area Plan (Plan) is a statutory area redevelopment plan that sets out a long-term vision and identifies opportunities to create a framework for growth and change in the Plan area. The Plan area includes sixteen residential communities, generally bounded by Glenmore Trail SW and the Glenmore Reservoir to the south, the Elbow River and Macleod Trail S to the east, Crowchild Trail SW to the west, and the CPKC railway and 17 Avenue SW as the northern extent of the Plan area.

The Plan area consists of Altadore, Bankview, Cliff Bungalow, Elbow Park, Erlton, Garrison Woods, Lower Mount Royal, Mission, Rideau Park, Roxboro, Scarboro, South Calgary, Sunalta, Upper Mount Royal, the portion of North Glenmore Park north of Glenmore Trail SW, and the portion of Richmond east of Crowchild Trail (Map 1: Community Context). Located just west of the Elbow River and south of downtown, these communities are collectively known as the West Elbow Communities (Figure 1: Plan Context). These sixteen communities have their own unique history and evolution which is detailed in Section 1.3.

The Plan guides growth and change and identifies amenities and **infrastructure** required to support growth in these communities to achieve the Plan’s vision. The Plan takes a multi-community approach that recognizes and builds upon the shared assets, amenities, and natural features that go beyond the boundaries of a single community and benefit the broader area. The Plan is meant to be updated periodically as development and context changes occur.

Figure 1: Plan Context





Map 1: Community Context

- Legend**
- Community Boundary
 - Plan Area Boundary

1.2 Vision and Core Values

Vision

The West Elbow Communities are a diverse and vibrant set of communities that are defined by their proximity to downtown, walkable neighbourhoods, an exceptional park network highlighted by the Elbow River valley, and unique commercial areas such as 17 Avenue SW and Marda Loop. The West Elbow Communities will continue to grow and develop as well-connected areas that offer a wide range of housing, recreational, and commercial opportunities for both residents and visitors.

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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.

Historic Places and Spaces

Provide educational, placemaking, and naming opportunities about the diverse history of the West Elbow Communities, including Indigenous and non-Indigenous histories. Incentivize the retention of heritage buildings and ensure that new development within heritage-rich areas is contextually sensitive.

Safe and Convenient Mobility

Make moving through the West Elbow Communities easier through improved safety, accessibility, and comfort. Prioritize improvements to pedestrian, active mobility, and transit networks that connect to existing mobility infrastructure such as the MAX BRT, Sunalta LRT Station, and Erlton/Stampede LRT Station.

Daily Needs and Amenities

Enable a mix of businesses that allow daily needs to be met close to home and contribute to a unique sense of place. Build upon the network of Main Streets comprised of 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, Macleod Trail S, 4 Street SW, and 14 Street SW while exploring opportunities for neighbourhood commercial uses along secondary streets and nodes.

Housing for All

Enable a diversity of new housing at different building scales throughout the West Elbow Communities. Support housing options that meet the needs of all ages, abilities, incomes, and household compositions.

Parks, Open Space, and Natural Areas

Recognize the Elbow River valley, local parks, and recreation facilities, such as the MNP Community & Sport Centre and Glenmore Athletic Park, as the foundation for an enhanced and expanded open space system. Provide improved opportunities for social connections, community pride, and recreation while protecting areas of ecological and cultural significance.

Climate Resiliency

Build resiliency and develop mitigation measures that address hazards caused by changing climate while supporting development and ways of travel that reduce per capita greenhouse gas emissions.

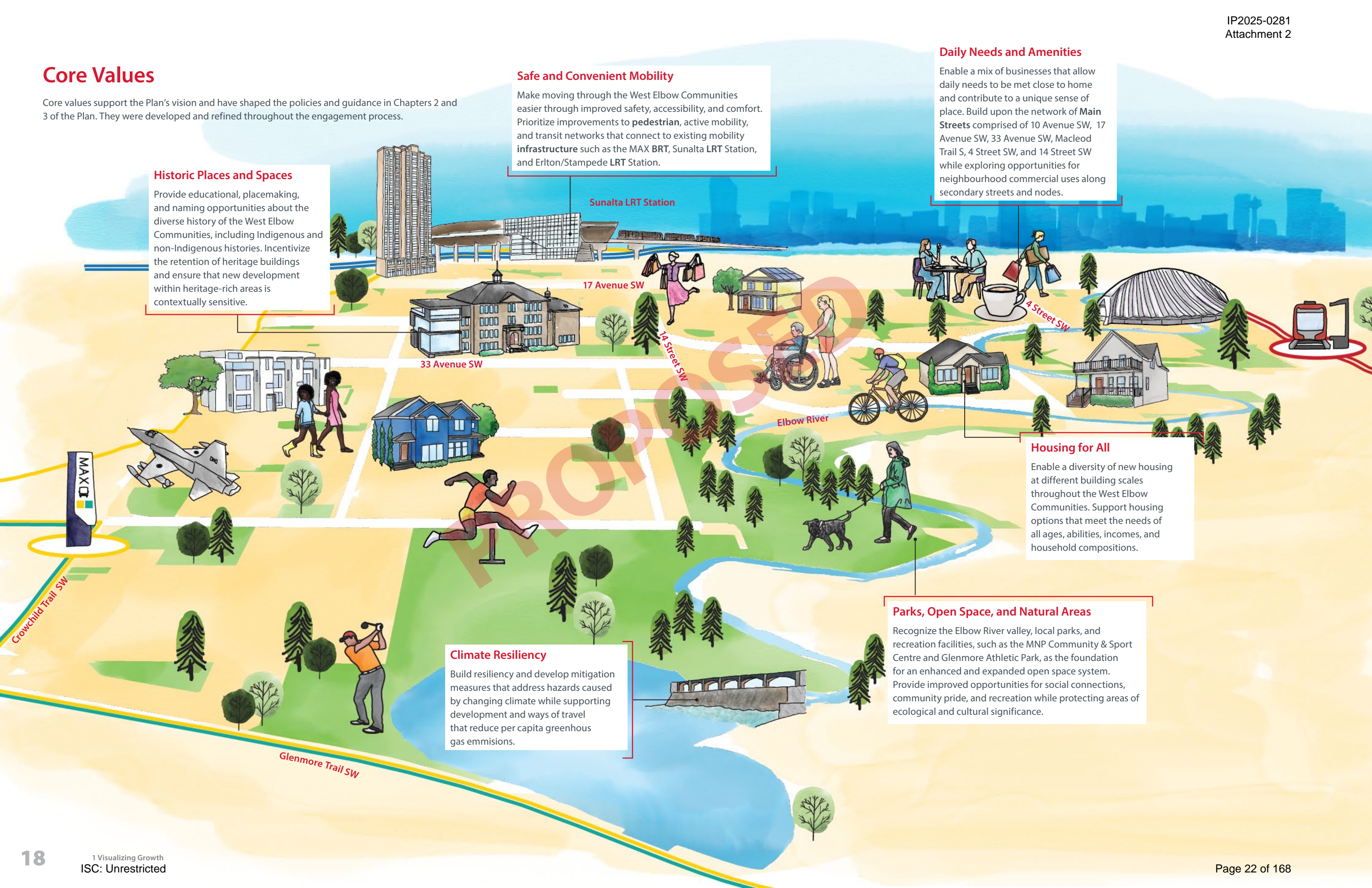


Figure 2: Illustrative Map



1.3 Community Context

History

Calgary is situated within the ancestral lands and traditional territories of the people of the Nations that made Treaty 7. These Nations are: the Siksika, Piikani, Amskaapipiikani and Kainai First Nations, who, altogether, form the Siksikaitsitapi (Blackfoot Confederacy); the Îethka Nakoda Wîcastabi (Stoney Nakoda) First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation. The City of Calgary is also homeland to the historic Northwest Métis and to the Otipemisiwak Métis Government, Métis Nation Battle River Territory, Nose Hill Métis District 5, and Elbow Métis District 6.

Indigenous Foundations

As with the rest of Calgary, the West Elbow Communities lay within the ancestral lands and traditional territories of the Blackfoot Confederacy (made up of the Siksika, Piikani, Amskaapipiikani, and Kainai First Nations), the Îethka Nakoda Wîcastabi First Nations (comprised of the Chiniki, Bearspaw, and Goodstoney First Nations), and the Tsuut'ina First Nation. The area is also homeland to the historic Northwest Métis and to the Otipemisiwak Métis Government, Métis Nation Battle River Territory, Nose Hill Métis District 5, and Elbow Métis District 6.

Three years after Confederation in 1867, the British colonial claim to Ruperts Land was transferred to Canada, which renamed much of the area as the North-West Territories (NWT). In 1874, the Canadian government dispatched the North-West Mounted Police (NWMP) to the NWT. The creation and presence of the NWMP was also meant to lay the groundwork for a future western expansion in the form of 11 numbered treaties, and ultimately, the relocation of First Nations to reserve lands, non-Indigenous expansion, and colonization of the land. The government arranged a series of numbered treaties (including Treaty 7 in 1877 with the Blackfoot Confederacy, the Îethka

Nakoda Wîcastabi First Nations, and the Tsuut'ina First Nation) that it claimed to be the authority for vast land-surrenders. This Crown interpretation was vastly different than those of the First Nations upon whom the government interpretation was imposed. First Nations understand and maintain that the true meaning and intent of the process and lasting treaty relationships that followed were about sharing the land and peaceful co-existing as nations.

In 1875, the NWMP arrived at the confluence of the Bow and Elbow Rivers and established the Bow Fort, which was renamed Fort Calgary in 1876. It was built on unceded land two years before the making of Treaty 7 in 1877. The confluence had been an important site for Indigenous peoples for more than 11,000 years. With its sheltering river flats, plentiful wood and water, and warm Chinook winds in the winter, the confluence area was a preferred seasonal campsite. In the years following the treaty, the Nations affected were moved to designated land reserves as a step toward non-Indigenous settlement.

Some of the early evidence of pre-contact Indigenous presence within city boundaries comes from just outside the study area, across 17 Avenue SW from Lower



First Nations camp near the first Hudson's Bay Company store at Calgary, circa 1886. Alexander J. Ross, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1151627

Mount Royal. Beneath Mona Lisa Artists' Materials (1518 7 Street SW), a site was identified during excavation of the building's basement in 1968. The University of Calgary assisted with formal archaeological excavation that revealed butchering tools and bison bones (from an extinct, giant variant of the species). Almost 8,000 years ago a small group of bison were driven into a muddy backwater channel of the Bow River where they were dispatched. Over the intervening millennia the Bow River channel moved northward to its current location.

Other evidence identified in Altadore, North Glenmore Park, Mission, Scarboro, and Sunalta include butchered animal bones, tipi rings, fire-broken rock (indicating the use of fire-heated rocks to boil water), and stone tools such as projectile points, cutting and chopping tools, and small stone shards indicative of toolmaking. In 1964, the identification of bison bones in Mission, deposited along the Elbow River bank and in basement excavations, suggested the existence of a kill site somewhere upstream, and possibly an in-situ occupation. The bones were thought to be a few thousand years old. Cultural material was discovered in 1977 in the form of a stone chopping tool. In 1970, fragments of animal bone and fire-broken rock were identified in Elbow Park, Lindsay Park, and Rideau Park, and a shell was identified in Lindsay Park. The same year, tipi ring features were identified in Sandy Beach. Debris from stone tool manufacturing was found in Elbow Park in 1991. Further, Indigenous peoples are known to have encamped near

the Elbow River in what is now the southern portion of Elbow Park. In Sunalta, a precontact campsite was found in a backyard garden identified by fire-broken rock and a portion of a side notched projectile point. Closer to the Bow River, bovine bone fragments and part of a bovine skull were recovered in 2015 from a geotech bore hole in the Sunalta Industrial area. These features and cultural materials that have been documented on the landscape highlight how Indigenous peoples have been living off the land of this region for thousands of years preceding European contact.

Colonial Settlement

By the time the Canadian Pacific Railway (CPR) arrived in 1883, Calgary had developed as an unincorporated settlement on the future site of the Inglewood neighbourhood. The CPR laid out a new townsite on its own property in what is now downtown. Calgary was incorporated as a town in 1884 and in 1894 it became a city. Portions of the West Elbow Communities were annexed into the city incrementally in 1907, 1910, and 1956.

A trading post established in 1871 might have been the first direct manifestation of colonialism in the Plan area. Fred Kanouse, an American whiskey trader, opened the post along the Elbow River somewhere between the Mission Bridge and the Glenmore Reservoir. From a colonial perspective, the earliest community development occurred in 1875, the same year that the



First Nations camp on the Elbow River, Calgary, circa 1886–88. Boorne and May, photographers. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary



The Holy Cross Hospital, circa 1900–05. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary

NWMP established Fort Calgary.

The Oblates of Mary Immaculate, a Roman Catholic missionary order from France, was already well-established in the region. In response to the Mounties' arrival, the Oblates established a nearby mission on the future site of the Holy Cross Hospital in the present Mission district; the Catholic mission is the source of the district's name. The mission served the large presence of Métis in the district. Mission was a separate village named Rouleauville from 1899 until it was annexed to Calgary in 1907. In 1883, two Oblate priests acquired a homestead farm and subdivided the property, all in the interest of creating a Roman Catholic settlement, which became Rouleauville.

The lands that comprise the southern portion of Elbow Park also became homestead land in the early 1880s. A former Mountie, James Owens, settled in present-day East Elbow Park. There, he developed a mile-long racetrack in 1887. That year, Siksika Runner Api-kai-ees (Scabby Dried Meat) won the quarter-mile race held on Dominion Day at Owens' Track, which was also known as the Riverside Race Track. White promoters came up with the name Deerfoot for the runner. Under that assumed name, Api-kai-ees is the namesake for the city's Deerfoot Trail freeway.

Irish-born William Nimmons purchased lands in what is now Bankview around 1882. There, Nimmons and his family farmed and ranched, operated a market garden with greenhouses, and owned a sandstone quarry. Nimmons built the extant Nimmons Residence (1827 14 Street SW) for himself and his family in 1898.

Twentieth Century

Early in the twentieth century, Calgary experienced an economic and population boom that transformed it into a regional wholesale and distribution centre. In that context, William Nimmons began to subdivide his property in 1905, setting the stage for residential development in what became Bankview and Richmond. Lands that would become South Calgary and the south half of Richmond were also purchased and subdivided in 1906.

The CPR was the largest landholder in the Plan area. As part of a 25-million acre land grant from Ottawa, given as an incentive for building the transcontinental railway, the CPR acquired nearly three sections in the West Elbow Communities. In the early years of the pre-First World War boom, the CPR sold parcels to several buyers, which led to multiple small subdivisions in the area that became Altadore and Garrison Woods. In contrast, the CPR retained its property and developed the neighbourhoods of Mount Royal, Scarboro, Cliff Bungalow, and Sunalta.

In 1907, Calgary's area expanded considerably through a single land annexation. Among other changes, it shifted the western city limit from 14 Street SW to 24 Street SW (now Crowchild Trail SW) and the southern limit from 17 Avenue SW to 34 Avenue SW. This brought most of the future West Elbow Communities into the city limits: Bankview, Cliff Bungalow, Elbow Park, Erlton, Lower Mount Royal, Mission, Richmond, Rideau Park, Roxboro, Scarboro, South Calgary, Sunalta, and Upper Mount Royal. A larger annexation in 1910 shifted the southern city limit from 34 Avenue SW to 50 Avenue SW, which brought Altadore and Garrison Woods within city limits.

Elbow Park, Rideau Park, and Roxboro (originally called Roxborough Place) were initially developed by Frederick Charles Lowes (1880-1950), Calgary's most successful real estate developer in the years before the First World War.

The Calgary Municipal Railway (CMR), inaugurated in 1909, was a key factor that accelerated and shaped early growth. Early subdivisions clustered around the streetcar lines. Within months of its inauguration in 1909, the streetcar network served Lower Mount Royal and Bankview, Cliff Bungalow, Mission, and Erlton. By 1912, the South Calgary line extended south along 14 Street SW and served Bankview, South Calgary, and Altadore via a loop that extended west along 26 Avenue SW, south on 20 Street SW, east on 34 Avenue SW, and then back north along 14 Street SW. Also, by 1912, the 4 Street SW line was extended south along Elbow Drive SW to Sifton Boulevard SW, serving Elbow Park. By 1918, a westward extension along 12 Avenue SW to 18 Street SW reached Sunalta.

During the Great Depression, The City developed the Glenmore Dam, Reservoir, and Water-Treatment Plant immediately south of the Plan area. After the Second World War, Calgary experienced significant urban growth. This resulted in new residential development both in established neighbourhoods and new subdivisions. These included North Glenmore and Glenmore Park. In 1956, a massive annexation shifted the southern city limit from 50 Avenue SW south to Anderson Road SW, completing the absorption of the entire West Elbow Communities area (as well as a much wider area) into Calgary.



Bird's eye view of Calgary, 1910. H.M. Burton, artist. Courtesy of the William C. Wonders Map Collection, University of Alberta Libraries



Streetcar stopped in front of Sunalta Block, circa 1912. The building remains extant at 1504a 12 Avenue SW. Glenbow Library and Archives, University of Calgary



View of the Glenmore Dam nearing completion, 1931. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary

Community Characteristics

The West Elbow Communities and surrounding land contain characteristics that were considered as part of the development of the Plan's foundations in Chapter 1. Key characteristics are shown on Map 2: Community Characteristics.

Topography

The West Elbow Communities are situated south of downtown and west of the Elbow River and have varying topography. Generally, the area is separated topographically into low-lying areas moving toward the Bow and Elbow Rivers and higher areas further away from the rivers in the middle and southwest portions of the Plan area.

A series of escarpments transversing the Plan area separates these two topographies. The escarpment begins at the Glenmore Dam, follows the river adjacent to River Park, and then diverges from the river to cross through Elbow Park in a northeast direction. It forms the boundary between Cliff Bungalow and Mount Royal, turns west to form the boundary between Lower Mount Royal and Upper Mount Royal and further crosses the northeast portion of Bankview and finally creates the boundary between Scarboro and Sunalta. The areas below and above the escarpments are generally flat, in contrast areas near the escarpments area are quite hilly and undulating, such as within substantial portions of Mount Royal, Bankview, and South Calgary.

Natural Features and Open Areas

The West Elbow Communities are within the Elbow River and Bow River watersheds. Development adjacent to the Elbow River and Bow River may be subject to flooding and is identified as part of the **floodway or flood fringe**. Chapter 2: Enabling Growth includes policies to strengthen resiliency and minimize development impact on the rivers and riparian areas while supporting intended growth. These policies are further supported by regulations in the The City's **land use bylaw** regarding **floodway** and **flood fringe** areas.

Natural features in the West Elbow Communities include portions of Sandy Beach Park and Lindsay Park, riparian areas adjacent to the Elbow River, portions of the escarpments, as well as several smaller open spaces located throughout the West Elbow Communities.

Urban Tree Canopy

The tree canopy in the Plan was mostly limited to the riparian areas prior to urban development, with the remainder of the area being characterized by prairie vegetation. The residential tree canopy commenced as new housing was built in the residential areas, beginning in the early 1900s and spanning to the mid 1960s with the completion of North Glenmore Park.

Main Streets

There are six **Main Streets** within the Plan area: 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 14 Street SW, 4 Street SW, and Macleod Trail S. The first five streets are all classified as Neighbourhood **Main Streets** in The City's **municipal development plan**, while Macleod Trail S is classified as an Urban **Main Street**. All of the Neighbourhood **Main Streets** intersect with each other, forming a network of connected **Main Streets** within the Plan area. The City's **municipal development plan** includes general policies and development intensity targets for Urban and Neighbourhood **Main Streets**.

Community Corridors

Community corridors are **pedestrian**-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including **Main Streets** and **transit station areas**. Within the West Elbow Communities, the following have been identified as **community corridors**: Richmond Road SW, 26 Avenue SW (west of 14 Street SW), 20 Street SW (between 26 Avenue SW and 54 Avenue SW), 16 Street SW (south of 34 Avenue SW), 50 Avenue SW, 54 Avenue SW, 14 Street SW (34 Avenue to 38 Avenue SW), the corridor formed by Council Way SW, Premier Way SW and 30 Avenue SW, Elbow Drive SW, and 4 Street SW (south of the Elbow River).

Public Transit Infrastructure

The West Elbow Communities are serviced by local bus service, one Red Line Light Rail Transit (**LRT**) station: Ertlon/Stampede Station, one Blue Line **LRT** (**LRT** station): Sunalta Station, and four MAX Yellow **Bus Rapid Transit (BRT)** stations along Crowchild Trail SW at 17 Avenue SW, 26 Avenue SW, 33 Avenue SW (Marda Loop Station), and 54 Avenue SW (the last of which is shared with the MAX Teal **BRT** line).

Pedestrian and Cycling Infrastructure

The West Elbow Communities are served by a range of pathways and bikeways, which are inter-connected with the city-wide **Always Available for All Ages and Abilities (5A) Mobility Network**, providing safe, accessible, affordable, year-round options for transportation, and recreation for all Calgarians. These connections include regional pathways along the Elbow and Bow Rivers. Cycle tracks are located along 12 Avenue SW and 50 Avenue SW and shared lanes and bicycle lanes are located on 2 Avenue SW and 20 Street SW. On-street bikeways are located throughout the West Elbow Communities, forming a network of bicycle routes, however several missing links are evident, as are missing links in the sidewalk network.

Historic Resources

The West Elbow Communities represent some of Calgary's earliest neighbourhoods and contain some of the highest concentrations of **heritage resources** and **heritage assets** in the city. Some of the West Elbow Communities' **heritage resources** have been formally recognized on The City of Calgary's **Inventory of Evaluated Historic Resources (Inventory)**, while others have heritage value and may merit inclusion on the **Inventory**. Overall, most **heritage resources** in the West Elbow Communities are not legally protected from significant alteration or demolition, but they still contribute to the historic character of the community and offer value as **heritage assets**.

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

Civic Facilities and Community Amenities

The West Elbow Communities have two civic recreational facilities which are the MNP Community & Sport Centre (formerly Lindsay Park Sports Centre) and the Glenmore Athletic Park, along with several private recreational facilities including the Garrison Curling Club, the Calgary Flames Community Arenas, and the Glencoe Club. Several community parks within the Plan area include sport facilities such as swimming pools, soccer fields, tennis courts, beach volleyball courts, baseball diamonds, and playgrounds.

Other community amenities include eighteen public and separate schools, seven private and charter schools, eight community association centres, a fire station, a library as well as several parks, open spaces, and public art pieces (Map 2: Community Characteristics). Park spaces in the area include a variety of uses including several dog parks, play fields and courts, playgrounds, and open spaces.

Climate Risk

The West Elbow Communities are at risk from climate change hazards, including river flooding, higher average temperatures, extreme heat, drought, severe storms, and heavy rainfall events. The risks these hazards pose will increase over time as climate change intensifies and may affect West Elbow Communities in various ways, including harm to physical, mental, and financial health, damage to homes, buildings, **infrastructure**, and the deterioration and destruction of natural **ecosystems**.

Climate risks are unique to each community in the West Elbow area, affected by the geographic location, characteristics of the population, quality of buildings and **infrastructure**, and health of natural **ecosystems**. For example, communities with high concentrations of paved and built spaces face amplified risk from extreme heat and heavy rainfall events, communities with higher irrigation and water demand are more vulnerable to drought, and communities with a higher proportion of very young and older community members are more vulnerable to all climate hazards, which are made more frequent and intense by climate change.

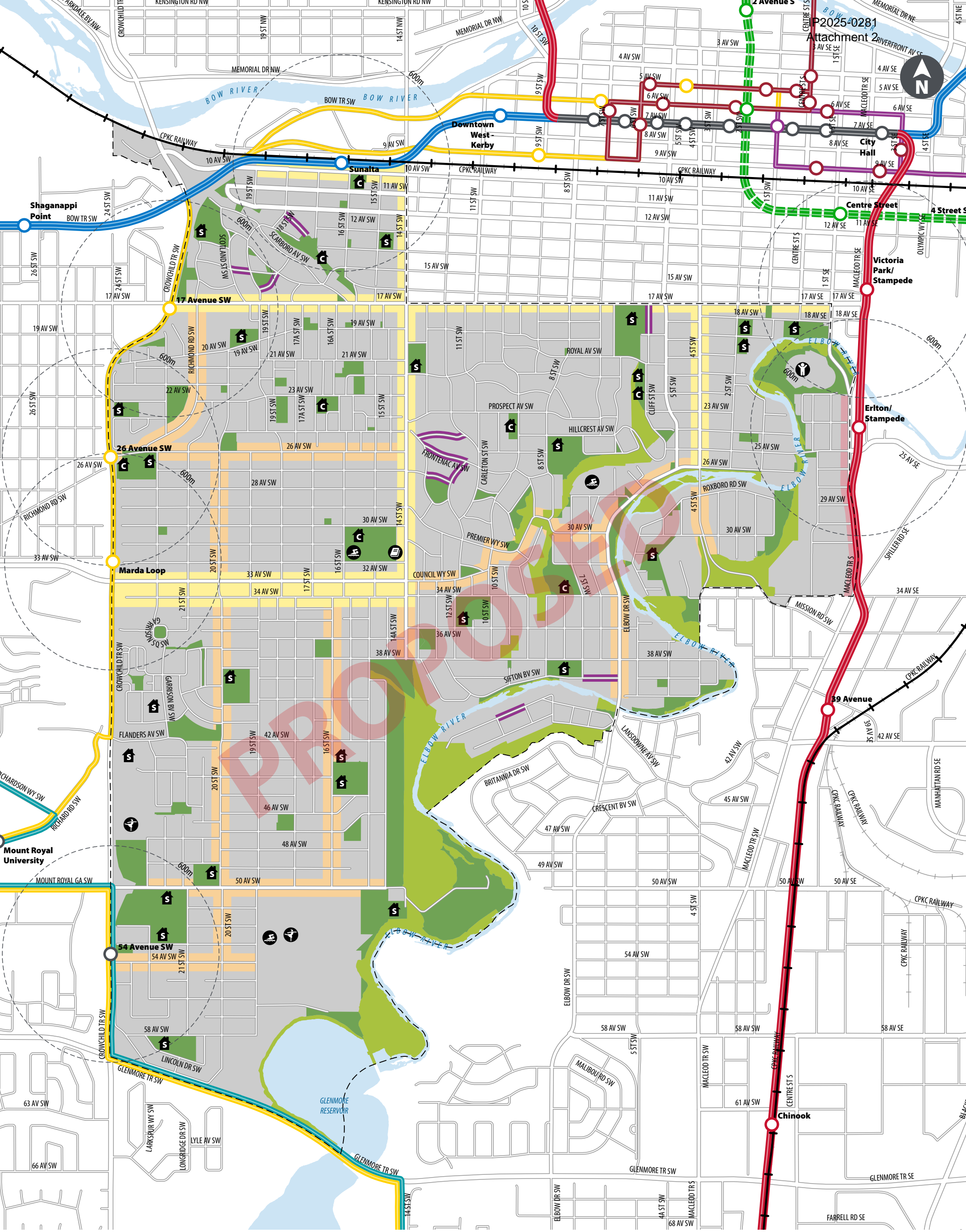
Electrical Power

Electrical power is an essential service that must be considered in planning for growth in both new and existing areas of the city. ENMAX Power is responsible for the electrical distribution system for The City of Calgary and is regularly evaluating the current capability with forecasted electrical demand.

Floodplain

The West Elbow Communities are part of the Bow and Elbow River watersheds. Development near rivers may be subject to flooding in areas identified as part of the **floodway** or **flood fringe**.

PROPOSED



Map 2: Community Characteristics and Attributes

Legend

- Aquatic and Recreation Centre
- Swimming Pool
- Arena
- Community Centre
- Leisure Centre
- Library
- School
- Blue Line LRT
- Red Line LRT
- Multi Line LRT
- Future Green Line LRT
- MAX 301
- MAX Purple
- MAX Teal
- MAX Yellow
- MAX Multi Stop
- Transit Station Radius
- Freight Rail Corridor
- Heritage Boulevard
- Community Corridor
- Urban Main Street
- Neighbourhood Main Street
- Natural Areas
- Parks and Open Space
- Plan Area Boundary

2 Enabling Growth



2.1 Introduction

The Plan sets out a future framework for growth and change that recognizes and celebrates the elements that represent and connect the West Elbow Communities. Policies in this section provide the direction to realize the vision and core values of the Plan.

Policies in the Plan will guide growth primarily focused around the area's two **LRT** Stations (Erlton/Stampede Station on the Red Line and Sunalta Station on the Blue Line), four MAX **BRT** Stations (17 Avenue SW, 26 Avenue SW, and Marda Loop Stations on the MAX Yellow Line and the 54 Avenue SW station on the MAX Yellow and MAX Teal Lines) and six **Main Streets** (Macleod Trail S, 4 Street SW, 14 Street SW, 10 Avenue SW, 17 Avenue SW, and 33 Avenues SW). Secondary areas of growth are focused on **community corridors** well served by transit, public open space, and neighbourhood amenities. Future growth will be guided by the Plan's vision and core values, ensuring that as growth and change happen in the area the West Elbow Communities continue to build upon their strengths and further their role as a unique and distinct place.



2.1.1 Future Growth Concept

The Future Growth Concept set out in this Plan envisions accommodating growth and change in key areas as identified in The City's **municipal development plan**. The Plan is further informed by planning and technical analysis as well as public engagement conducted in the drafting of this Plan.

The Future Growth Concept centres around a network of the area's six **Main Streets**, two **LRT** stations and four **MAX BRT** stations. The greatest intensities of growth and activity are centred around these **Main Streets** and transit stations, with **community corridors** acting as secondary areas for growth. The Plan aims to build upon the existing areas such as the 17 Avenue SW **Main Street**, 33 Avenue SW **Main Street** (Marda Loop), and the 4 Street SW **Main Street** by allowing greater intensities of growth in these areas at key locations, while also providing better connectivity between these areas, such as along the 14 Street SW **Main Street**, and from these areas to transit stations.

The Future Growth Concept will be represented on Map 3: Urban Form and Map 4: Building Scale. Together, these two maps will indicate where different types of growth and activity will be focused in the Plan area and define the general functions in different parts of the West Elbow Communities. The specific urban form categories and scale modifiers for locations are described in relation to the overall vision in the policy sections that address the distinct areas of the West Elbow Communities.

In addition to the urban form and scale policies, the Plan includes general policies in Section 2.4 and area specific policies in Section 2.5. General policies will apply across the Plan area, while the specific policies are designed for locations where more specific policy direction is required to achieve desired outcomes.

Map 3: Urban Form – illustrates the general location of urban form categories and how they apply across the unique geography of the Plan area. These categories describe the primary community functions and land uses (housing, commercial, industrial, regional campus, parks, civic and recreation, and natural areas) and policy directions for the Plan area. The urban form categories general policies are provided in Section 2.2 Urban Form Categories and must be read together with locally specific policies.

Map 4: Building Scale – illustrates the general building height and massing within the Plan area, which supports the primary function shown in Map 3: Urban Form. Policies for building scale is provided in Section 2.3 Scale Modifiers. To understand the type and scale of development that is appropriate in the Plan area both maps should be read together.



Map 3: Urban Form












Legend

- | | | | | | | | | | | | | | | | | |
|---|---|--|---|--|---|--|--|---|---|---|---|--|-----------------------------|---------------------|---|--------------------|
| ■ Urban Form | ■ Neighbourhood Commercial | ■ Neighbourhood Flex | ■ Neighbourhood Connector | ■ Neighbourhood Local | ■ Commercial Corridor | ■ Industrial General | ■ Natural Areas | ■ Parks and Open Space | ■ City Civic and Recreation | ■ Private Institutional and Recreation | ■ Regional Campus | ■ No Urban Form Category | Industrial Transition | Special Policy Area | ■ Active Frontage | Plan Area Boundary |
| | | | | | | | | | | | | | Comprehensive Planning Site | | | |



Map 4:
Building Scale

Legend

- | | | | | | |
|---|-------------------------------------|---|---------------------------------|---|----------------------|
|  | Limited
(up to 3 Storeys) |  | High
(up to 26 Storeys) |  | Natural Areas |
|  | Low - Modified
(up to 4 Storeys) |  | Highest
(over 26 Storeys) |  | Parks and Open Space |
|  | Low
(up to 6 Storeys) |  | Modified Building
Scale Area |  | Plan Area Boundary |
|  | Mid
(up to 12 Storeys) |  | No Scale Modifier | | |

2.2 Urban Form Categories

This Plan identifies the location of urban form categories in Map 3: Urban Form. These urban form categories identify and categorize the purpose and general function (land use) of different parts of a community. The relationships between the urban form categories demonstrate how the different areas of a community relate to and support each other.

There are several urban form categories that may direct land use and **built form** in the West Elbow Communities. This section identifies the characteristics of the urban form categories and where they apply as well as land use, site, building, and landscape design policies for each category.

Each urban form category has general policies associated with it. When an individual urban form category is applied to a specific area of the Plan, the general policies of that category apply in addition to any area specific policies outlined in the Plan. The following section provides general policies for each applicable urban form category as well as additional general **built form** policies to be applied. These policies will identify the characteristics of the urban form categories and where they apply, as well as land use and site, building, and landscape design policies for each category.


Additional Policy Guidance


Only applies to an urban form category where noted:

 Active Frontage

 Industrial Transition

May overlay any urban form category:

Special Policy Areas 

Comprehensive Planning Site 

Urban Form Categories

Neighbourhood

Neighbourhood Commercial

Neighbourhood Flex

Neighbourhood Connector

Neighbourhood Local

Vehicle-Oriented Commercial

Commercial Corridor

Industrial

Industrial General

Parks, Civic and Recreation

Natural Areas

Parks and Open Space

City Civic and Recreation

Private Institutional and Recreation

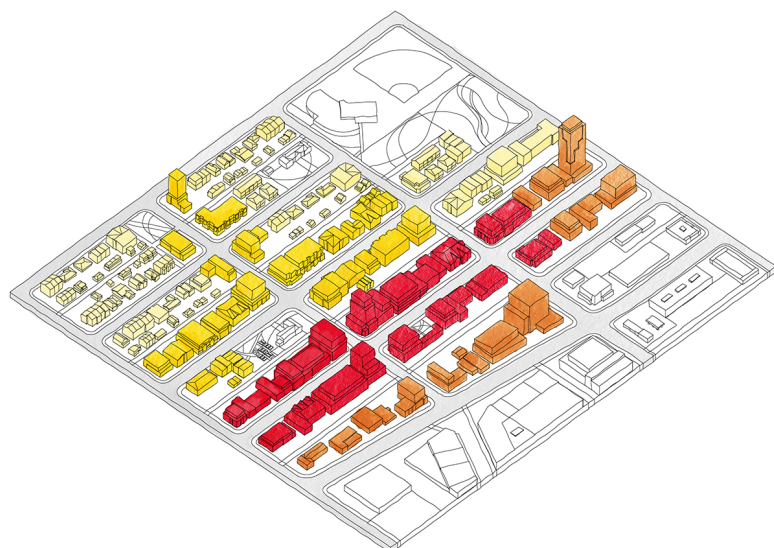


Figure 3: Neighbourhood Urban Form Categories

- 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 private and **public space**. At all development scales the **pedestrian** experience in Neighbourhood areas should be supported and enhanced by a range of uses with comfortable **street wall** heights and a **public space** with features such as landscaping, sidewalks, public trees, cycling **infrastructure**, and on-street parking.

Residential redevelopment will occur in all communities in a variety of housing forms, such as single detached, semi-detached, rowhouse, multi-residential, or mixed-use buildings. As scale increases, a larger range of unit types may be accommodated. At all scales, redevelopment should consider existing context, parcel layout, building massing, and landscaping to sensitively integrate into the community. Residential areas may also accommodate a range of commercial activities, including childcare, small-scale manufacturing, and home-based businesses.

2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex

Neighbourhood Commercial and Neighbourhood Flex represent the more commercially-oriented areas of the West Elbow Communities, where people go to shop and gather. While people also live in these areas, the **public space** and **built form** are designed to support frequent **pedestrian** interaction with the buildings and a moderate to high volume of **pedestrian** movement along the street.

Policy

Land Use

- 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. in areas of high **pedestrian** activity;
 - ii. within **transit station areas**; or,
 - iii. where the use interferes with access to cycling **infrastructure**.

Site, Building, and Landscape Design

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

- c. Development in Neighbourhood Commercial and Neighbourhood Flex areas should:
 - i. be oriented towards the street;
 - ii. not locate parking between a building and a higher activity street;
 - iii. provide access to off-street parking and loading areas from the lane;
 - iv. provide frequent entrances and windows that maximize views to and from the street;
 - v. use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied textures, high-quality building materials, and setbacks; and,
 - vi. accommodate small variations in the **street wall** to integrate amenity space.
- d. Where vehicle-oriented uses are provided, development should be designed to:
 - i. minimize the number of locations where vehicles cross the sidewalk;
 - ii. minimize driveway width or locate driveways on a lower activity street;
 - iii. incorporate landscaped areas;
 - iv. provide well-defined **pedestrian** routes to transit stops and stations or adjacent residential areas; and,
 - 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 the **public space**.
- 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 widest range of commercial uses compared to other urban form categories. Buildings are oriented to the street with units that support commercial uses on the ground floor facing the higher activity street with a range of uses integrated behind or located above. Commercial frontages have frequent entrances and windows along the street to encourage pedestrian activity.

Policy

Land Use

- 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.
- c. Vehicle-oriented uses should not be located in Active Frontage areas.

Site, Building, and Landscape Design

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

- d. Development in Neighbourhood Commercial areas should:
 - i. integrate any larger commercial or residential uses behind or above smaller units facing the street; and,
 - ii. provide well-marked primary entrances for ground floor units facing the street.

- e. **Public spaces** should be designed to support high volumes of **pedestrians** in all seasons through features such as wide sidewalks, street furniture, and lighting.
- f. Active Frontage areas should not provide vehicle access to off-street parking or loading from the higher activity street.
- g. Development in Active Frontage areas should support **active uses**. This may include, but is not limited to:
 - 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. Uses may be mixed horizontally or vertically within a building or a block.

Policy

Land Use

- a. Development in Neighbourhood Flex areas may include either commercial or residential uses on the ground floor facing the street.
- b. When redevelopment occurs on parcels containing places of worship, incorporating mixed-use development with places of worship is encouraged.
- c. Where Industrial Transition is identified in a Neighbourhood Flex area, development should be encouraged to:
 - i. combine compatible industrial working spaces with residential or commercial uses;
 - ii. enable work-live units;
 - iii. consider limited opportunities to provide areas for large or bulky goods and vehicles to be sold, leased, or rented; and,
 - iv. consider opportunities to accommodate an extension of complementary uses outside of a building, such as **retail** display areas.

Site, Building, and Landscape Design

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

- d. **Public spaces** should be designed to support moderate to high volumes of **pedestrians**.
- e. Development in Industrial Transition areas should:
 - i. fully enclose industrial activities in a building and limit off-site impacts if it presents disruptions to adjacent uses such as heat, odour, dust, vibration, light, or waste;
 - ii. encourage industrial working spaces along the lane or behind the building;
 - iii. provide well-marked primary entrances facing the street or lane;
 - iv. provide windows with views to and from the street, including views to production areas;
 - v. provide a transition from the **public space** to a building using landscaped areas, amenity space, or other design features; and,
 - vi. provide high-quality landscaping.

2.2.1.4 Neighbourhood Connector and Neighbourhood Local

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

Policy

Land Use

- a. Development in Neighbourhood Connector and Neighbourhood Local areas should:
 - i. be primarily residential uses; and,
 - ii. support a broad range and mix of housing types, unit structures, and forms.
- b. Development may include a range of **work-live units** or home-based businesses.

Site, Building, and Landscape Design

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

- c. Development in Neighbourhood Connector and Neighbourhood Local areas should:
 - i. consider the local **built form** context;
 - ii. be oriented towards the street;
 - iii. consider shadowing impacts on neighbouring properties; and,
 - iv. provide access to off-street parking and loading areas from the lane.

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



2.2.1.5 Neighbourhood Connector

Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity streets. These areas may accommodate small-scale commercial uses to meet residents' daily needs and often provide connections to other communities. The **public space** may include features such as wide sidewalks and cycling **infrastructure**.

Policy

Land Use

- 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.
- d. Development in Neighbourhood Connector areas may include stand-alone or mixed-use buildings.

Site, Building, and Landscape Design

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

- e. Non-residential development in Neighbourhood Connector areas should:
 - i. provide a **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. The **public space** may include features such as landscaped boulevards and public street trees.

Policy

a. Multi-Residential development is only supported in the Neighbourhood Local, Limited Scale areas in a grade-oriented form.

Land Use

b. Development in Neighbourhood Local areas in the communities of Mission, Cliff Bungalow, Bankview, and South Calgary may include local commercial uses to serve nearby residents such as cafes, corner stores, retail, personal service uses, **work-live units**, or home-based businesses.

- c.** Commercial uses in Neighbourhood Local areas in the communities of Mission, Cliff Bungalow, Bankview and South Calgary should:
- i.** be small format and designed to mitigate impacts on adjacent residential uses;
 - ii.** consider rear lane traffic impacts in locating customer parking;
 - iii.** provide public access to the business from the public sidewalk; and,
 - iv.** not locate any public areas of the business in the rear yard.

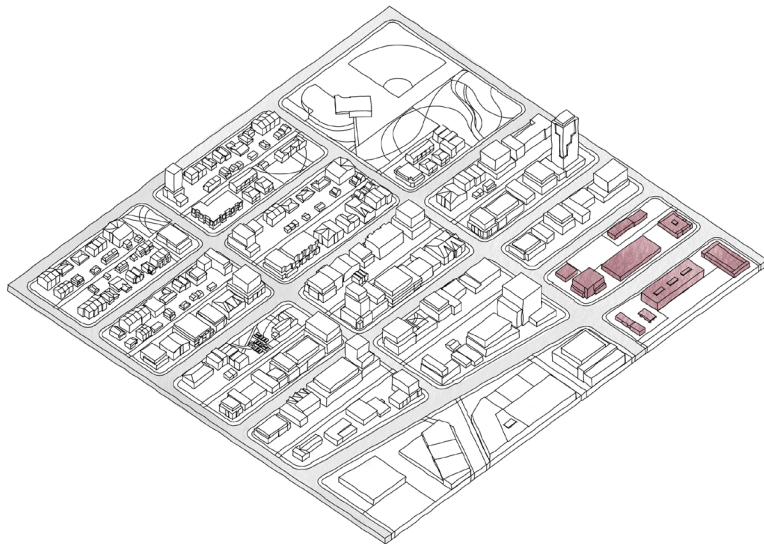



Figure 4: Vehicle-Oriented Commercial Urban Form Categories

 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. These include areas identified with the Commercial Corridor urban form category. Vehicle-Oriented Commercial areas may accommodate a range of commercial uses, offices, personal services, institutional uses, recreation facilities, and light industrial uses that may be oriented to the public street or internal publicly accessible private streets or parking areas.

Vehicle-Oriented Commercial areas are expected to evolve to support intensification and a comfortable **pedestrian** experience that improves connectivity to and within these sites. The incremental improvements policy in Section 2.4.3.2 guides discretion where limited redevelopment is proposed.

Policy

Land Use

- a. Development in Vehicle-Oriented Commercial areas should support commercial uses on the ground floor facing the public street, internal publicly-accessible private streets, or parking areas.
- b. Development in Vehicle-Oriented Commercial areas may:
 - i. include stand-alone or mixed-use buildings; and,
 - ii. accommodate low-impact industrial uses.
- c. Development in Vehicle-Oriented Commercial areas may include residential uses on sites that have any one or more of the following characteristics:
 - i. access to moderate to frequent transit service;
 - ii. access to higher quality **pedestrian** routes and cycling **infrastructure**; or,
 - iii. proximity to a residential area.
- d. Vehicle-oriented uses should not be located in any one or more of the following:
 - 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:

- 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;
 - 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 textures, 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, vibration, light, noise, or waste impacts that are disruptive to adjacent uses.
- h. Developments with institutional, office or industrial uses located on the ground floor facing a public street or internal publicly-accessible private street should provide:
 - i. windows with views to the street and access to natural light;
 - ii. amenity space that could be used for daily activity or seasonal programming; and,
 - iii. lobbies that have well-marked entrances and allow for clear sight lines to and from the building.
- 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;
 - 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:

- 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 access and service areas off a lane; and,
 - iv. locate residential, office, and institutional uses on the upper floors of buildings.

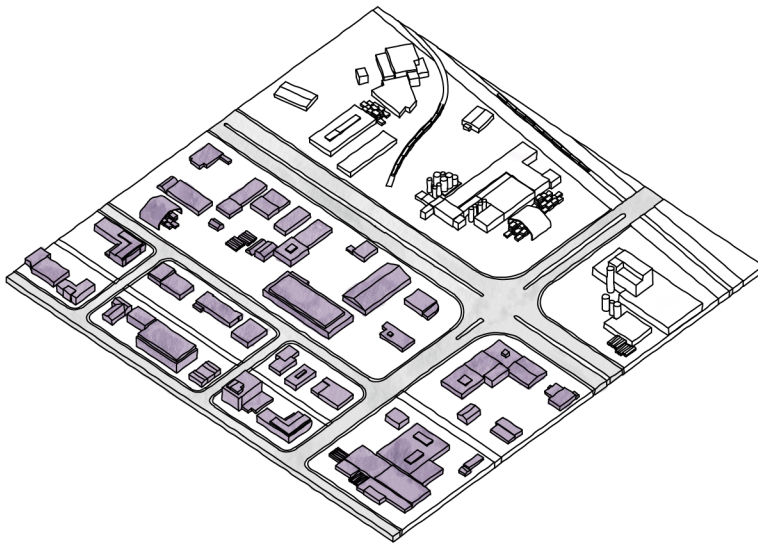


Figure 5: Industrial Urban Form Categories

Industrial General

2.2.3 Industrial

There is one industrial urban form category in the West Elbow Communities – Industrial General. 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

Land Use

- a. Development in Industrial areas should:
 - i. integrate a limited range of supporting office and commercial uses that support industrial activities; and,
 - ii. limit new, large-format commercial uses.
- c. Mobility **infrastructure** in Industrial areas should focus on large vehicle, equipment, and goods movement.
- d. When significant changes to a site are proposed, development should provide incremental improvements to support **pedestrian** and cycling safety, such as sidewalks, on-site **pedestrian** routes, and 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:

- b. 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.



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. 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:

- b. Landscaped areas in Industrial General should:
 - i. use climate resilient, native and low-maintenance plant species;
 - 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.
- c. Development should provide connections to adjacent mobility **infrastructure**, such as sidewalks and cycling routes.



Figure 6: 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:

- a.** Developments 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 native and low or no maintenance plant species;
 - iii.** consider operations and maintenance requirements, such as snow clearing and snow storage to prevent inhibiting the primary functions of the site;
 - iv.** consider the use of winter-specific design; and,
 - v.** include signage and wayfinding.
- b.** Buildings and facilities within Parks, Civic, and Recreation areas should:
 - i.** be located to maximize accessibility;
 - 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;
 - 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-season 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; and,
 - v.** providing public art or cultural spaces.

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:

- 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 to minimize disturbance to ecologically sensitive areas and 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. Prioritize conservation and restoration within the **ecological network** along the Elbow River corridor.
- e. Naturalize and expand parks and open spaces adjacent to the **ecological network**.
- f. Riparian areas should be preserved and restored to enhance resilience to river flooding using natural **infrastructure**, where feasible.

PROPOSED

2.2.4.2 Parks and Open Space

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

Policy

Land Use

- a. Parks and Open Space areas may accommodate:
 - i. a range of uses that support the primary function of the site, such as schools and community associations;
 - ii. educational, athletic, cultural, creative, and social programming;
 - iii. commercial services or pop-up and temporary uses that complement the primary function of the site; and,
 - iv. public education programming and interpretive information about local natural history and **ecosystems**.
- b. If a school site is declared surplus by a school board, The City should explore the acquisition of the school site, consider adaptive reuse or redevelopment of buildings, and consider the retention of playfields as park space.
- c. Existing homes in parks and open space areas may be renovated or replaced, however, increases to the number of units or floor area are discouraged.
- vi. provide accessible connections within the site.
- e. 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 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.
- f. Plazas and other hardscaped parks or open spaces should be designed to consider and reflect their specific local context, consider maintenance and operational requirements, and provide year-round programming.
- g. Regional, local, and multi-use pathways should be integrated into Parks and Open Space areas to serve a recreational and mobility function.

Site, Building, and Landscape Design

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

- d. Parks and Open Space areas should be designed to:
 - i. provide access to both sunlight and shade;
 - ii. protect existing trees and ensure adequate soil volume to support tree health and growth;
 - iii. explore opportunities to restore natural **ecosystem** structures, networks and functions;
 - iv. use landscaped areas to delineate open space and property boundaries;
 - v. account for visibility within and around the site, including lighting; and,
- h. Where appropriately sized and located, Parks and Open Space areas may support community gatherings, festivals, cultural activities, and special events by providing adequate servicing, access, space, and facilities based on the function of the site.
- i. Buildings within Parks and Open Space areas may integrate a range of uses and programming.
- j. Parks and Open Space areas should identify and integrate **heritage resources** in their design and layout.
- k. The provision of space for local food production, processing, sales, and programming is encouraged on-site or within community facilities.

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 parks, arts and cultural amenities, or museums. Some schools and community association buildings may be found in these areas where there are no significant on-site park or open spaces. Schools or community association buildings that are co-located or integrated with other civic uses, such as libraries, recreation facilities and arenas, protective and emergency services, and municipality-operated buildings are appropriate in this category.

City Civic and Recreation areas may include amenities where membership or user fees are a requirement of access, such as golf courses. The private sector, public sector, non-profit agencies, charities, and partnerships may play a role in the ownership, operation and development of these community assets.

Policy

Land Use

- a. City Civic and Recreation areas should support:
 - 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 municipal-operated buildings.
- b. All types of care facilities, **non-market housing**, and **mixed-market housing** are appropriate in this category and are encouraged to locate in integrated civic facilities where there is convenient access to community services and amenities.
- c. No new cemeteries or expansion of existing cemeteries should be supported

Site, Building and Landscape Design

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

- d. City Civic and Recreation areas should:

- i. support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community;
 - ii. identify and integrate cultural landscapes in their design and layout;
 - iii. be designed in a manner that allows for safe and accessible access by all ages and abilities;
 - iv. consider opportunities for publicly-accessible drinking fountains and washrooms; and,
 - v. support community gatherings, festivals, cultural activities, and special events by providing adequate servicing, access, space, and facilities based on the size and function of the area.
- 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.

2.2.4.4 Private Institutional and Recreation

Private Institutional and Recreation areas are characterized by indoor and outdoor facilities on private land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, recreation centres, private schools or colleges, or places of worship. These amenities may require membership or user fees for access. These privately-owned sites can be dynamic and may be subject to redevelopment.

Policy

Land Use

- a. Development in Private Institutional and Recreation areas should allow for a range of uses, such as recreation, commercial, education, worship, culture, and arts opportunities.
- b. Private Institutional and Recreation areas are appropriate in, or near, industrial areas where they support uses such as special events. Development on these sites likely generate higher volumes of traffic and off-site impacts and should consider the following:
 - i. Well-defined and direct **pedestrian** connections to adjacent transit stops;
 - ii. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas;
 - iii. location of parking areas to support activities on the site; and,
 - iv. screening from adjacent uses.

Site, Building and Landscape Design

- c. In addition to the general site, building and landscape design policies in Section 2.4, Private Institutional and Recreation areas should support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space, and facilities based on the size and function of the area.

PROPOSED

2.2.5 Regional Campus

The Regional Campus areas are characterized by large sites that are used for regional institutional or transportation functions regulated by the provincial or federal government. Regional Campus areas contain a concentration of uses that serve regional civic, institutional or transportation purposes, including airports, railyards, hospitals, and post-secondary institutions. The sites are typically serviced by internal street networks and comprised of multiple buildings.

PROPOSED

2.2.6 Comprehensive Planning Sites

Comprehensive Planning Sites identify and provide direction for one or more parcels where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private **infrastructure**, such as internal publicly accessible private streets that service the site. These sites are envisioned to redevelop over time and are expected to integrate with the surrounding community. Additions to existing development or smaller scale redevelopment may be considered by the Development Authority in advance of a comprehensive development plan for these sites.

Policy

Site, Building, and Landscape Design

- a. Comprehensive Planning Sites should undertake a master planning exercise prior to, or at the time of, a planning application and should:
 - i. identify an appropriate transition of use and scale to adjacent areas;
 - ii. identify a hierarchy of streets and **pedestrian** routes that connect destinations on and to the site;
 - iii. identify active transportation supportive amenities, such as secure bicycle parking and shower facilities;
 - iv. identify and include mobility **infrastructure** and missing links to connect to adjacent areas;
 - v. identify phasing for future development, including how parking areas and parking demand and supply may change over each phase;
 - vi. identify opportunities for comprehensive energy planning and include features to reduce greenhouse gas emissions;
 - vii. use site design to activate edge and corner conditions, including setbacks, lot patterns, building siting, and landscaping;
 - viii. identify the location of publicly-accessible open space;
 - ix. identify opportunities to create a sense of place;
 - x. integrate transit **infrastructure**; and,
 - xi. identify utility connections.

2.2.6.1 MNP Sport Centre/Lindsay Park

MNP Community & Sport Centre and Lindsay Park are located along Macleod Trail S, just south of the Elbow River. The site is bounded by the Elbow River to the west and north, Macleod Trail S to the east, and 22 Avenue SW to the south.

Policy

- a. Future redevelopment should provide safe and convenient **pedestrian**, cycling and vehicular access to the MNP Sport Centre.
- b. Future redevelopment may consider providing housing on the current surface parking area. Should redevelopment occur, parking supply and demand for the site should be reviewed to ensure adequate public parking is available for the MNP Sport Centre.
- c. Review the use of lands between the current parking area and Macleod Trail S to determine how the land could be better utilized.

PROPOSED

2.2.6.2 Holy Cross

The Holy Cross Site is the former Holy Cross Hospital and is located at 2202 2 Street SW. The site is bounded by 2 Street SW to the west, 24 Avenue SW to the south, 1 Street SW to the east, and Holy Cross Lane SW to the north.

Policy

- a. The interface between new buildings and the historic McNab Wing should be designed to respect the elements of the building that have been designated as a **Municipal Historic Resource**.
- b. Redevelopment should identify and prioritize publicly accessible **pedestrian** routes through the site, to reduce **pedestrian** walking distances to and through the site.
- c. Vehicle parking is encouraged to be located underground with the exception of short-term surface parking, which should not be located between a public street or publicly accessible walkway and a primary building entrance.
- d. The closure of Holy Cross Lane adjacent to the Elbow River to vehicle traffic and conversion to a **pedestrian**-only space should be considered upon redevelopment of the site.
- e. In the event of subdivision of the site, Municipal Reserve should be provided as a contiguous parcel.
- f. Municipal Reserve should be located adjacent to a public street or publicly accessible **pedestrian** route and should be easily visible from a public street.
- g. Municipal Reserve is encouraged to be located adjacent to the Elbow River.
- h. New development is discouraged from casting a shadow on an area 20 metres (66 feet) from the top of the West Bank of the Elbow River between the hours of 10:00 a.m. to 2:00 p.m. Mountain Daylight Time on September 21.

PROPOSED

2.2.6.3 Richmond Road Diagnostic and Treatment Centre

The Richmond Road Diagnostic and Treatment Centre (formerly the Alberta Children's Hospital) is located at 1820 Richmond Road SW. It is bordered by Richmond Road SW to the west, 20 Avenue SW to the south, Calgary Arts Academy and a place of worship to the east, and 17 Avenue SW to the north.

Policy

- a. Future redevelopment of the site should identify and prioritize direct and publicly accessible **pedestrian** routes through the site, particularly along:
 - i. a north-south connection between 20 Avenue SW and 17 Avenue SW generally aligned with 20 Street SW; and,
 - ii. an east-west connection to reduce walking distances to the MAX Yellow BRT station at Crowchild Trail SW and 17 Avenue SW.

PROPOSED

2.2.7 Special Policy Areas

A Special Policy Area identifies places for specific policy guidance where an area does not fit within an existing urban form category.

2.2.7.1 Cathedral District

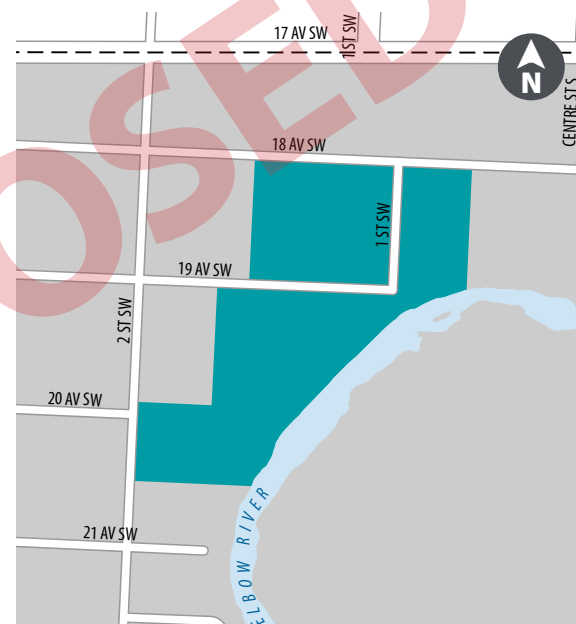
The Cathedral District includes a concentration of buildings and structures relating to the history and development of the Mission community. There are several sites in the district that are on The City's **Inventory of Evaluated Historic Resources** including: C.N.R Station (formerly St. Mary's Parish Hall), Sacred Heart Convent, Rouleau Residence, St. Mary's Cathedral, St. Mary's Rectory and Parish Office, and nearby the House of Israel. Protecting and retaining these historically significant buildings is an important goal of the Plan.

In order to incentivize the preservation of historically significant structures in the Cathedral District, the following policies apply:

Policy

- a. The allowable building scale, as shown on Map 4: Building Scale, is allowed for each site only if the following buildings associated with each site are retained and designated, by Bylaw, as a **Municipal Historic Resource** to the satisfaction of the Heritage Planner. The subject site(s) must also be re-designated to a direct control district to clarify any applicable land use restrictions and any remaining allowable density:
 - i. historic Sacred Heart Convent building for the site located at 225 19 Avenue SW; and,
 - ii. St. Mary's Cathedral, Rectory and Parish Hall for the site located at 221 18 Avenue SW.
- b. If the buildings listed in subsection 2.2.7.1(a) are not retained and designated, the maximum building scale for each site is five storeys.
- c. New development in the Cathedral District should be physically and visually compatible with, subordinate to and distinguishable from existing historically significant buildings using elements such as:
 - i. site design;
 - ii. landscaping;
 - iii. scale transitions;
 - iv. setbacks;
 - v. stepbacks;
 - vi. massing;
 - vii. complementary and distinguishable architectural design; and,
 - viii. material selection and variation.

Figure 7: Cathedral District



Legend

- Cathedral District Special Policy Area

2.2.7.2 Giuffre Family Library and Fire Station No. 5

The Giuffre Family Library and South Calgary Fire Station No. 5 are located within South Calgary Park, on the west side of 14 Street SW, between 30 Avenue SW and 32 Avenue SW. These facilities may present an opportunity for future redevelopment to include additional civic facilities, **non-market housing** or **mixed-market housing** or other supportive uses. The following policies apply to the site:

Policy

- a. Any proposed redevelopment on the Giuffre Library site and/or the South Calgary Fire Station No. 5 site should consider providing an integrated civic facility that may include a library, fire hall, **non-market housing** or **mixed-market housing**, and other uses that provide community benefit.
- b. The proposed building scale for the site should consider the following:
 - i. shadowing impacts on South Calgary Park;
 - ii. spatial and site design requirements for civic facilities within the development;
 - iii. operational requirements for civic facilities, including including a public library;
 - iv. appropriate densities considering the location of the site along the **Primary Transit Network**; and,
 - v. the building scale required to ensure the viability of providing **non-market housing** or **mixed-market housing**.

Figure 8: Giuffre Family Library and Fire Station No. 5



Legend

- Giuffre Family Library and Fire Station No. 5 Special Policy Area

PROPOSED

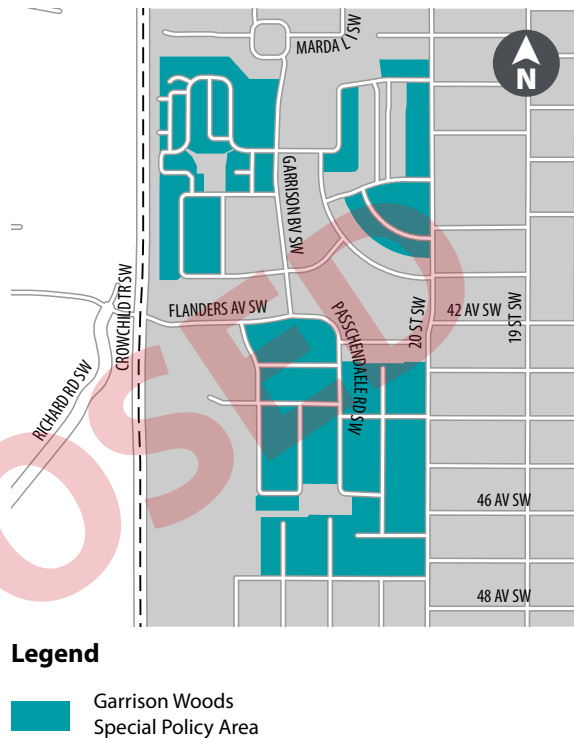
2.2.7.3 Garrison Woods

CFB East, the area comprising the community of Garrison Woods, served as the PMQ (Private Married Quarters) for the military base, until its closure in 1998. Many of the PMQs were renovated as part of the redevelopment of CFB East into the community of Garrison Woods, with much of the street layout and street names being maintained. The areas where PMQs had been retained and renovated form this special policy area. The following policies apply to the site:

Policy

- a. New development should reflect the historic nature of residential development in the area and should take inspiration from the architecture of the preserved PMQ housing.

Figure 9: Garrison Woods Special Policy Area



PROPOS

2.3 Scale Modifiers

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

All buildings, regardless of scale, are expected to meet the standards of design excellence as articulated by the Urban Design Elements in The City's **municipal development plan**.

At every scale, it is important to establish an appropriate **street wall** as this reduces building bulk and wind impact while providing access to sunlight and creating a sense of enclosure for the **public space**. Stepbacks above the **street wall** should be at an appropriate height to respond to the existing street context and reduce shading on the **public space** while ensuring a well-defined **street wall**. At higher scales, this will reduce the overall perception of mass and articulate the building to maximize sunlight penetration and create visual interest.

The City's **land use bylaw** will supplement building scale modifiers by regulating height, density, and setbacks.

No Scale Modifier

- No scale modifier has been applied to these areas.

Parks, Civic and Open Space

- Scale modifiers are not applied within these areas.

Limited

- Buildings of three storeys or less.
- May limit building mass above the second storey in Neighbourhood Local areas.
- Typically characterized by single detached, semi-detached, duplex, and rowhouse residential development, and small stand-alone commercial or mixed-use buildings.

Low – Modified

- Buildings of four storeys or less.
- Typically characterized by a range of low and limited building forms such as, but not limited to, single detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses, and stand-alone or small mixed-use buildings.

Low

- Buildings of six storeys or less.
- Typically characterized by apartments, stacked townhouses, mixed-use, and industrial buildings.

Mid

- Buildings of twelve storeys or less.
- Focus on appropriate **street wall** height and **public space** interface.
- Typically characterized by apartments, offices, and mixed-use buildings.

High

- Buildings of twenty-six storeys or less.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

Highest

- Buildings of twenty-seven storeys or more.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

Modified Building Scale

- Building scales that vary from building scale modifiers identified in this section.
- Only used in locations identified in Section 2.5 Area Specific Policies such as **Main Streets** and **transit station areas**.
- To be used in locations with unique site characteristics, or where additional technical analysis demonstrates that varied building scales modifiers may be appropriate.

2.3.1 Limited Scale

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

Policy

- 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 developments that are four storeys or less. This modifier includes forms such as, but not limited to, single detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhomes, stand-alone, or small mixed-use buildings.

Policy

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

PROPOSED



2.3.3 Low Scale

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

Policy

- a. Development in Low Scale areas should be six storeys or less in height.
- b. Development in Low Scale areas should:
 - 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, materials, rooflines, and massing to reduce building bulk, avoid long, uninterrupted building frontages, and create architectural interest.
- c. Development in Low Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

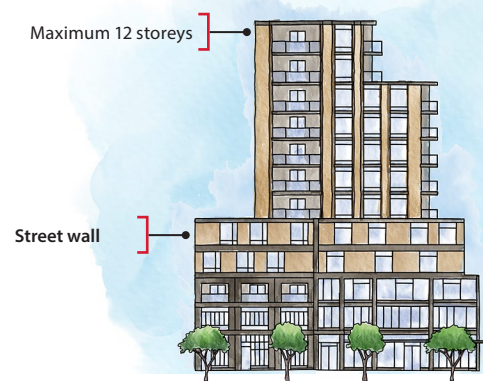
2.3.4 Mid Scale

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

Policy

- 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, materials, rooflines, and massing to reduce building bulk, avoid long, uninterrupted building frontages, and create architectural interest.
- c. Development in Mid Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

PROPOSED



2.3.5 High Scale

High Scale accommodates developments 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 impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, materials, rooflines, and massing to reduce building bulk, avoid long, uninterrupted building frontages, and create architectural interest.
- c. Development in High Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.
- d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.
- e. Development that contains a point tower should:
 - i. be designed to mitigate the impact of wind on the **public space**; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the **public space**.



2.3.6 Highest Scale

Highest Scale accommodates developments twenty-seven storeys and higher.

Policy

- a. Development in Highest Scale areas should be twenty-seven storeys or more in height.
- b. Development in Highest 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, materials, rooflines, and massing to reduce building bulk, avoid long, uninterrupted building frontages, and create architectural interest.
- c. Development in High Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.
- d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.
- e. Development that contains a point tower should:
 - i. be designed to mitigate the impact of wind on the **public space**; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the **public space**.



2.3.7 Modified Building Scale Areas

The Plan identifies some areas as having Modified Building scale. These are areas that may have unique site characteristics, such as topography or irregular parcel configurations, or where additional technical analysis demonstrates that varied building scales modifiers may be appropriate. Modified Building Scale Areas are only used in locations identified in Section 2.5 Area Specific Policies such as **Main Streets** and **transit station areas**.

Policies for Modified Building Scale Areas can be found in Section 2.5 Area Specific Policies.

Policy

- a. Modified Building Scale Areas may include building scales that vary from building scale modifiers identified in this section.

2.3.8 Scale Transition

When adjacent parcels have different scale modifiers, development in these areas should be designed to respect their neighbourhood context. This includes considering existing site context, parcel layout, building massing, and landscaping in the design of the development, while still achieving the future vision for where growth is accommodated in the community. Alternative methods may be explored and should be considered on their individual merits with consideration for site-specific characteristics, such as heritage.

Policy

- a. Development should provide transitions in building height and massing where different scale modifiers are located adjacent to each other in Map 4: Building Scale. This may include, but is not limited to, the following strategies:
 - i. using similar **street wall** heights and building massing along a street; and,
 - ii. decreasing height incrementally through a block.



2.4 Plan-Wide Policies

2.4.1 Climate Mitigation and Adaptation

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

Policy

- a. The Development Authority may support relaxations to the The City's **land use bylaw** to enable or incentivize the:
 - i. use of climate resilient materials and designs;
 - ii. reduction of greenhouse gas emissions; or,
 - iii. inclusion of **community climate resilience assets** ; or,
 - iv. development of **net zero** or **net zero ready** buildings.
- b. New development, major renovation, and retrofits are encouraged to share their energy performance through the applicable City building energy benchmarking program.

2.4.2 Built Form

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

The **built form** policies in this section apply to Neighbourhood, Vehicle-Oriented Commercial and Parks, Civic and Recreation urban form categories at all scales, including Industrial Transition areas within these categories.

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

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 width and the number of locations where vehicles cross the sidewalk;
 - iii.** locate access and service areas off a lane;
 - iv.** provide well-defined and direct pedestrian routes to nearby transit stops and stations or adjacent residential areas;
 - v.** identify pedestrian routes that connect destinations within and to the site;
 - vi.** provide on-site **pedestrian** routes that minimize conflicts with vehicles, particularly near access and service areas;
 - vii.** position landscaped areas that enhance and complement the interface between the building and **pedestrian** routes;
 - viii.** retain existing, healthy public trees and landscaping on, or adjacent to, development sites;
 - ix.** consider retaining existing, healthy private trees, and landscaping on development sites, particularly in street-facing setback areas;
 - x.** design and locate **infrastructure** in a manner that minimizes disturbances to existing public and private trees;
 - xi.** consider design and site layouts that accommodate snow storage and removal; and,
 - xii.** maximize permeable surfaces and enhance greenspace.
- b.** Where uses are located on the ground floor along a lane, development should be designed to accommodate on-site **pedestrian** routes to minimize conflicts with vehicles.
- c.** **Pedestrian** access and internal circulation for all new development with multiple buildings should be designed for universal accessibility.
- d.** Development should utilize slope-adaptive design solutions on sites with significant grade changes.
- e.** Development should support shared-mobility options in proximity to a **transit station area** and in a manner that minimizes impacts on transit movement or **pedestrian** and cyclist access to transit **infrastructure**.
- f.** Development is encouraged to provide secure bicycle parking and other active transportation supportive amenities.
- g.** Development is encouraged to provide shading and cooling amenities, especially to:
- 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.
- h.** 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.
- i.** 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.

- j. A shadow study may be required at the planning application stage for development adjacent to parks and open space to ensure minimal daytime spring and fall shadow impacts.
- k. Development adjacent to engineered walkways are encouraged to improve the interface with the walkway by supporting passive surveillance, increasing visual permeability and/or activating the walkway through design strategies such as:
 - i. orienting building entrances toward the walkway;
 - ii. providing windows and other transparent façade treatments facing the walkway;
 - iii. avoiding the use of tall fences and other opaque landscape treatments adjacent to the walkway;
 - iv. avoiding blank facades facing the walkway; and,
 - v. providing exterior building lighting adjacent to the walkway.
- l. Utility upgrades should be coordinated, when feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.
- m. Development on streets with **public space** setbacks should use the setback area to provide an improved **public space** and create a comfortable and safe **pedestrian** experience. Design considerations are subject to technical feasibility and may include, but are not limited to:
 - i. improved sidewalks (width, surface treatment, accessibility);
 - ii. enhanced landscaping;
 - iii. street trees that meet the standards for tree planting, including the use of high-quality soil material, sufficient soil volume, and other best practices to support the growth and survival of new trees;
 - iv. street furniture; and,
 - v. integration with transit stops.
- n. Development is encouraged to make use of shared driveways where rear lanes do not exist to reduce vehicle crossings of the sidewalk.
- o. 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**.
- p. Large 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 the **public space**. Building frontage design will vary based on the uses in the building. Commercial uses on the ground floor should be accessible to the street with frequent entrances and windows to maximize views to and from the street and allow for opportunities to extend those uses into the **public space**. Residential frontages should provide a transition from a home to the **public space**, usually with landscaped areas. Lanes typically provide for servicing and access, but they also provide a unique opportunity in some circumstances to animate the lane through uses such as **work-live units** or light industrial activities.

Policy

- a. Development should be designed to:
 - i. provide a well-defined, continuous **pedestrian-scale street wall** of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;
 - ii. use building articulation to define the **street wall** and improve the **pedestrian** experience using varied textures, 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. integrate transit stop amenities, where feasible;
 - vi. reduce the negative impacts of wind at the ground floor and to optimize sunlight access to the **public space**, open spaces, and amenity spaces;
 - vii. integrate mechanical equipment as part of the overall design of the building;
 - viii. maximize south facing solar exposure to increase solar energy feasibility; and,
 - ix. use durable and climate resilient building materials.
- b. Development in provincially identified flood hazard areas must include flood protection measures to mitigate risk at the specified flood-event level in land use and development regulations.
- c. Building frontages should:
 - 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.
- d. 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.
- e. Residential frontages on the ground floor should provide:
 - i. well-marked, individual entrances for units which 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 the **public space** to residential units that incorporate landscape and design elements or amenity spaces.

- f. Development should consider integrating on-site renewable energy generation and/or other alternative energy sources, such as solar photovoltaic systems like rooftop solar and solar walls and/or geothermal heating and cooling.
- g. Development is encouraged to incorporate climate mitigation building features, which can include:
 - 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 charging **infrastructure**.
- h. Development is encouraged to have sufficient electrical capacity and structural stability to allow for electric vehicle charging, rooftop solar installations, and electrical heating and cooling, to enable the installation of these features at time of construction or in the future.
- i. Development is encouraged to be **net zero** or **net zero ready**.
- j. Development may require onsite stormwater retention within private land to improve community flooding resiliency.
- k. Long blank walls are discouraged from facing a street or public sidewalk. Where they are provided, the visual impact must be mitigated through design measures such as murals, artistic screening and/or facade articulation.
- 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. Development adjacent to Natural Areas should use bird-friendly urban design strategies to reduce potential bird-window collisions. Bird-friendly design considerations should be made for:
 - i. transparent windows and panels along the lower levels of the building (up to 16.0 metres in building height);
 - ii. soft landscaping and glazing around the rooftop amenity areas; and,
 - iii. building lighting.

2.4.2.3 Amenity Space

Amenity spaces provide opportunities for people to gather, socialize, play, and relax. There are three types of amenity space: publicly-accessible, shared private, and private. Shared private and private amenity spaces provide a place for people who live or work in a development to interact, recreate, and relax, while public-accessible amenity spaces can be 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.
- 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; and,
 - v. 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.
- g. Publicly-accessible and shared private amenity spaces are encouraged to provide access to drinking water and universally accessible washrooms.

2.4.2.4 Landscape Design

Landscaped areas have many benefits, including improving stormwater management, reducing surface and air temperatures, supporting urban wildlife and offering a place for people to connect to nature. Landscaped areas can be incorporated into amenity spaces and provide green **infrastructure**, such as green roofs.

Policy

- a. Landscaped areas should:
 - i. provide a transition from the **public space**;
 - ii. enhance and complement the interface between the building and the **public space**;
 - iii. incorporate existing, healthy trees and landscaping;
 - iv. delineate open space and property boundaries;
 - v. provide shade in areas of high sun exposure;
 - vi. identify site entrances and **gateway sites** with distinctive landscape design features;
 - vii. use climate resilient plant material, that includes native and low or no maintenance species;
 - viii. avoid the use of invasive species;
 - ix. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
 - x. locate plants in areas suitable to their specific growing needs.
- b. Plant material selected for landscaped areas should:
 - 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. be appropriate for current and future climate projections;
 - v. provide year-round visual interest; and,
 - vi. be low maintenance.
- c. Water conservation strategies are encouraged in landscaped areas. These may include, but are not limited to:
 - 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 building and surface runoff to landscaped areas.

2.4.3 Additional Design Considerations

The following policies provide additional design considerations to guide the use of discretion during planning applications, including the protection and identification of **heritage resources** and sustainable development. The policies in the following sections apply to all urban form categories.

2.4.3.1 Innovation and Creativity

Calgary is an innovative city that supports creativity by residents, communities, businesses, and developers. Innovative approaches to development are encouraged where they achieve the Vision and Core Values of the Plan above what is standard or required.

Policy

- a. Discretion to consider relaxations to The City's **land use bylaw** regulations or alternative solutions to City standards are encouraged where the proposed solution implements outcomes consistent with the vision and core values of this Plan and The City's **municipal development plan**.
- 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 developments no longer conform to current standards, objectives or desired design outcomes. To implement the vision and core values of the Plan, the following policies encourage incremental improvements within the constraints of an existing development.

Policy

- a. Where limited or incremental redevelopment is proposed, improvements to the existing development should be considered and consistent with the scope of the application.
- b. Relaxations to The City's **land use bylaw** regulations or alternative solutions to City standards should be considered to support incremental improvements.

2.4.3.3 Interim Development

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

Policy

- a. Interim development should:
 - 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.

2.5 Area Specific Policies

The following policies provide direction in specific areas in the West Elbow Communities including **Main Streets**, **transit station areas**, and **community corridors**.

2.5.1 Main Streets

This section includes policies that apply to development with frontage on the **Main Streets**: the Neighbourhood **Main Streets** on 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 4 Street SW, and 14 Street SW, and the Urban **Main Street** Macleod Trail S. 17 Avenue SW, 14 Street SW, 4 Street SW, Macleod Trail S, and 33 Avenue SW are also part of the **Primary Transit Network**.

These policies are intended to encourage the creation of high-quality buildings on **Main Streets** that enhance the **pedestrian** experience and **public space** while supporting medium to high levels of **pedestrian** activity.



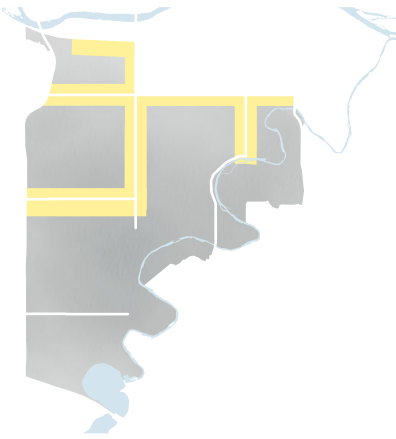
Policy

- a. High-quality, durable exterior finishing materials such as masonry, metal, wood, glass, composite, and/or concrete should be used on the **street wall**.
- b. To encourage a continuous street frontage and mitigate vehicle and **pedestrian** conflicts on **Main Streets**, reconfiguration and/or closure of lanes that run perpendicular to the **Main Street** may be considered subject to technical feasibility.
- c. Buildings should minimize shadow impacts onto the sidewalk and **public spaces** on the opposite side of the street, measured during the spring and fall equinoxes. Measures to minimize shadow impacts may include:
 - i. reduced floor plates,
 - ii. tower separation,
 - iii. stepbacks; and,
 - iv. tower orientation, dimensions, and location.
- d. Development on **Main Streets** should improve the **public space** and create a safe, welcoming **pedestrian** environment to reduce conflict areas. Design considerations should include, but are not limited to:
 - i. sidewalk widths that accommodate safe and comfortable **pedestrian** movement for the volume of anticipated users, while considering width restrictive elements such as adjacent outdoor patios and boulevard trees;
 - ii. planting of additional street trees, where feasible, using standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/techniques to promote long-term sustainability of newly planted trees;
 - iii. enhanced landscaping including the use of **low impact development** and green stormwater **infrastructure**;
 - iv. publicly-accessible amenity space, street furniture, and/or street lighting especially adjacent to **transit station areas**;
 - v. closure or merging of existing driveways to reduce conflict areas;
 - vi. vehicular access from lanes on lower-order side streets;
 - vii. curb extensions at intersections and **pedestrian** crossings;
 - viii. consideration of mobility connections between adjacent development sites;
 - ix. alignment with any City Streetscape Master Plans and/or other City initiated **public space** plans; and,
 - x. opportunities to provide for interim streetscape enhancements, including within **public space** setbacks.

- e. Development should create a well-defined **street wall** to support a human-scaled street environment on **Main Streets**. Design strategies may include, but are not limited to:
 - i. building setbacks at or below the sixth storey;
 - ii. overall reduction of building mass at or above the sixth storey;
 - iii. building articulation using building materials, massing and projections; and,
 - iv. street furniture, awnings, tree plantings, and lighting along **street wall** to enhance **pedestrian** experience.
- f. New standalone low-intensity uses such as single detached, semi-detached, and duplex housing are discouraged.
- g. Development should maximize the use of transparent windows and doors, gathering spaces, patios, and display areas at the street level.
- h. Development on corner parcels that are adjacent to primarily residential areas should consider locating public amenity spaces at the corner of the parcel.
- i. Consolidating parcels along **Main Streets** is encouraged for greater development potential, to provide for comprehensively planned development and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.
- j. Parking relaxations should be considered for development on constrained sites, such as individual lots that cannot feasibly consolidate to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures including increased bicycle and alternative mobility storage should be provided.
- k. Standalone surface parking should not be supported.
- l. New loading and servicing areas should be located on less active side streets, on lanes, or internal to development sites and be designed to minimize impacts on streets and conflicts with **pedestrians** and cyclists.
- m. New development should integrate with and improve transit stops. Design strategies may include, but are not limited to:
 - i. providing paved **pedestrian** connections;
 - ii. incorporating transit stops into the overall site design;
 - iii. avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops;
 - iv. siting of building structures, facades, and trees to maximize sun exposure and mitigate wind at transit stops; and,
 - v. enhancing transit waiting areas by improving street lighting, real-time transit schedule signage, as well as climate-controlled and highly visible shelters.
- n. Development within areas with concentrations of commercial **heritage assets** should:
 - i. prioritize retention and incorporation of the **heritage asset** into the new development;
 - ii. draw design reference from adjacent and nearby **heritage assets**, and should not overwhelm the form and massing of those assets; and,
 - iii. include design solutions such as setbacks, building articulation and material variation to provide a sensitive interface between new development and **heritage assets**.
- o. Integration of wayfinding with public art and interactive mediums is supported.
- p. Development adjacent to primarily residential areas should ensure that the rear façade uses material and design features that are similar to the front façade of the building.
- q. Underground parking within required public realm setback and/or front setback areas should be allowed subject to confirmation of technical feasibility (i.e. location of utilities).
- r. Development should provide enhanced sidewalk, complete missing links and accommodate the **5A Mobility Network**.
- s. New development should explore the burial of overhead utilities.
- t. Development should maintain the public realm setback for the corridor, where applicable.

2.5.2 Neighbourhood Main Streets

Portions of 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 4 Street SW, and 14 Street SW are identified as Neighbourhood **Main Streets** in The City's **municipal development plan**, which includes general policies and development intensity targets for Neighbourhood **Main Streets**. These streets serve as important commercial areas and gathering places in the West Elbow Communities for Calgarians and visitors to the city.



2.5.2.1 10 Avenue SW Neighbourhood Main Street

The portion of 10 Avenue SW between 19 Street SW and 14 Street SW is identified as a Neighbourhood **Main Street**, and serves as a **pedestrian**, transit, and vehicular gateway to the Greater Downtown from the west. The elevated Blue Line LRT and the CPKC freight rail corridor run immediately to the north of 10 Avenue SW. A commercial and social focal point for the community of Sunalta, 10 Avenue SW contains at-grade commercial uses, light-industrial uses, offices, and higher-density residential at the intersection of 10 Avenue SW and 14 Street SW, another identified Neighbourhood **Main Street**.

In addition to the above general **Main Streets** Policy, the below policies are applicable to the 10 Avenue SW Neighbourhood **Main Street**.

Policy

- a. Portions of the 10 Avenue **Main Street** are identified as forming part of the **Core Zone** or **Transition Zone** for the Sunalta **transit station area** on the Blue LRT line. Additional policies for **transit station areas** are found in section 2.5.4.

Figure 10: 10 Avenue Neighbourhood Main Street



2.5.2.2 17 Avenue SW Neighbourhood Main Street

17 Avenue SW between Crowchild Trail SW and Macleod Trail S is identified as a Neighbourhood **Main Street** in The City's **municipal development plan**. 17 Avenue SW is an important east-west connection for **pedestrians**, transit users, and vehicles, and acts as the border between the Greater Downtown and several communities. 17 Avenue SW intersects with 14 Street SW and 4 Street SW, other identified Neighbourhood **Main Streets**.

In addition to the above general **Main Streets** policy, the below policies are applicable to the 17 Avenue SW Neighbourhood **Main Street**.

Policy

- a. Portions of the 17 Avenue SW **Main Street** are identified as forming part of the **Core Zone** or **Transition Zone** for the 17 Avenue MAX Yellow **BRT transit station area** or the Victoria Park Stampede **transit station area** on the Red LRT line. Additional policies for **transit station areas** are found in Section 2.5.4.
- b. Commercial development is encouraged to provide publicly accessible underground parking.
- c. Larger format **retail** is encouraged to locate on the bulk of the floor space on second floor or above, or, when located at-grade, be located behind smaller commercial uses that face the street.
- d. Development south of 17 Avenue SW, and between 14 Street SW and 4 Street SW, as shown in Figure 11, with a building scale designation of Modified Building Scale Area, should be a maximum of 16 storeys or less. The maximum height may exceed 16 storeys if, at the time of planning application, it is demonstrated that the development aligns with shadowing policies as per policy 2.5.2.2(e). Proposals to exceed 16 storeys should include items that provide a public benefit as identified in policy 2.5.4(i), to the satisfaction of the Development Authority.
- e. Development south of 17 Avenue SW, between 14 Street SW and 4 Street SW should not cast shadows on sidewalks on the north side of 17 Avenue between the hours of 10:00 a.m. and 2:00 p.m. (M.S.T.) from March 21 to September 21. Development may exceed the maximum height indicated on Map 4: Building Scale if the development does not cause additional shadow impacts beyond what is indicated within this policy, to be determined at time of planning application.

Figure 11: 17 Avenue SW Modified Building Height

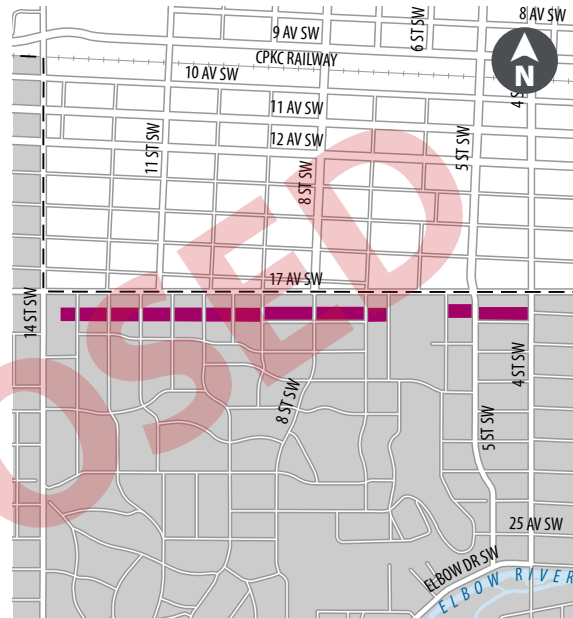
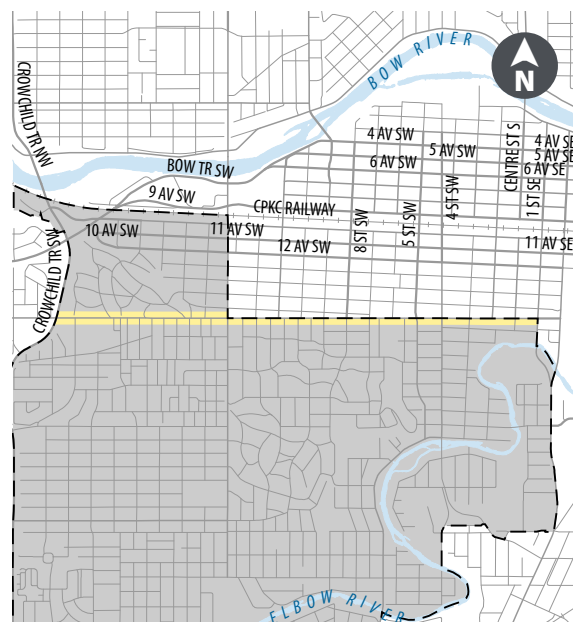


Figure 12: 17 Avenue SW Neighbourhood Main Street



2.5.2.3 33 Avenue SW Neighbourhood Main Street

33 Avenue SW from Crowchild Trail SW to 14 Street SW is identified as a Neighbourhood **Main Street** in The City's **municipal development plan**. The centre of the area commonly referred to as Marda Loop, 33 Avenue SW is an important east-west connection for vehicles, **pedestrians** and transit. 33 Avenue SW is a prominent commercial destination in southwest Calgary, providing amenities that cater to the daily needs of residents and visitors. 34 Avenue SW, one block south, also provides commercial opportunities that complement 33 Avenue SW and is considered part of the **Main Street** area. In addition to the above general **Main Streets** policy, the below policies are applicable to the 33 Avenue SW **Main Street**. In addition to the above general **Main Streets** policy, the following policies are applicable to the 33 Street SW Neighbourhood **Main Street**.

Policy

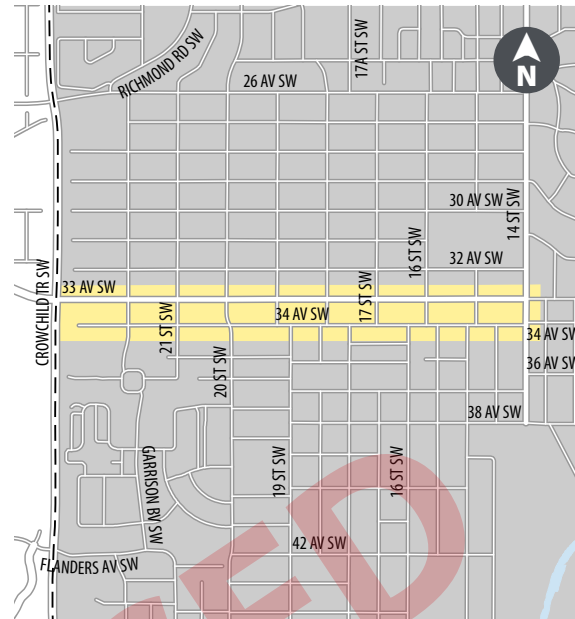
- a. Portions of the 33 Avenue SW Neighbourhood **Main Street** are identified as forming part of the **Core Zone** or **Transition Zone** for the Marda Loop **transit station area** on the MAX Yellow BRT line. Additional policies for **transit station areas** are found in section 2.5.4.
- b. Commercial development is encouraged to provide publicly accessible underground parking.
- c. Larger format **retail** uses are encouraged to locate on the bulk of the floor space on second floor or above, or, when located at-grade, be located behind smaller commercial uses that face 33 Avenue SW.
- d. Development between 33 Avenue SW and 34 Avenue SW, and between 20 Street SW and Crowchild Trail SW, as identified in Figure 13, with a building scale designation of Modified Building Scale Area, should be a maximum of 16 storeys or less. The maximum height may exceed 16 storeys if, at the time of planning application, it is demonstrated that the development minimizes shadows on the north sidewalk of 33 Avenue SW on the spring and fall equinoxes. Proposals to exceed 16 storeys should include items that provide public benefit as identified in policy 2.5.4(i), to the satisfaction of the Development Authority.
- e. Development between 33 Avenue SW and 34 Avenue SW and between 20 Street SW and Crowchild Trail SW, with a building scale designation of Low Scale, should not cast shadows on sidewalks on the north side of 33 Avenue SW between the hours of 10:00 a.m. and 2:00 p.m. (M.S.T.) from March 21 to September 21.
- f. Conversion of existing residential buildings to commercial uses or **work-live units** on 34 Avenue SW is encouraged.

Figure 13: 33 Avenue SW and 34 Avenue SW Modified Building Height



- g.** Where commercial conversions are located adjacent to existing residential uses, impacts on adjacent residential uses may be mitigated through design measures such as:
 - i.** use of landscaping or architectural features as a buffer between commercial and residential uses;
 - ii.** patios and outdoor seating areas located away from adjacent residential entrances, windows, and amenity areas;
 - iii.** location of entrances to commercial uses away from adjacent residential entrances, windows, and amenity areas;
 - iv.** provision of appropriately screened enclosures for waste and recycling collection; and,
 - v.** protection of privacy through the location or opaquing of windows to prevent overlooking.
- h.** Development on the south side of 33 Avenue SW between 19 Street SW and Crowchild Trail SW that does not have a rear lane should provide vehicular access from either the side streets or 34 Avenue SW.

Figure 14: 33 Avenue SW Neighbourhood Main Street



PROPOSED

2.5.2.4 4 Street SW Neighbourhood Main Street

A portion of 4 Street SW from 17 Avenue SW to 26 Avenue SW is identified as a Neighbourhood **Main Street** and is a north-south corridor that connects the Greater Downtown to the Elbow River and sits on the border between the Cliff-Bungalow and Mission communities. A commercial destination for Calgarians, 4 Street SW intersects with 17 Avenue SW, another identified Neighbourhood **Main Street**.

In addition to the above general **Main Streets** Policy, the following policies are applicable to the 4 Street SW Neighbourhood **Main Street**.

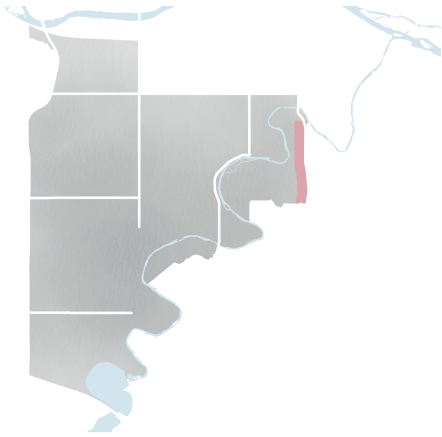
Policy

- a. Larger development is encouraged to provide publicly accessible underground parking.
- b. Larger format **retail** uses are encouraged to locate the bulk of their floor space on second floor or above, or, when located at-grade, be located behind smaller commercial uses that face the street.

Figure 15: 4 Street SW Neighbourhood Main Street



2.5.3 Urban Main Street



2.5.3.1 Macleod Trail S Urban Main Street

Macleod Trail S is identified as an Urban **Main Street**. In the West Elbow Communities, this Urban **Main Street** extends from the Elbow River to 34 Avenue SE. An important north-south connection, Macleod Trail S connects to the Greater Downtown providing a major crossing over the Elbow River. The Red Line LRT runs adjacent to Macleod Trail S. Urban **Main Streets** provide for residential and employment intensification along the street while accommodating moderate to high traffic volumes.

This Plan envisions Macleod Trail S to continue as a corridor that accommodates higher traffic volumes and provides improved crossings and **pedestrian** facilities. In addition to the above general **Main Streets** Policy, the below policies are applicable to the Macleod Trail S Urban **Main Street**.

Policy

- a. Portions of the Macleod Trail S Urban **Main Street** are identified as forming part of the **Core Zone** or **Transition Zone** for the Erlton/Stampede **transit station area** on the Red LRT line. Additional policies for **transit station areas** are found in Section 2.5.4.
- b. Underground parking within required road rights-of-way setback and/or front setback areas should be allowed subject to confirmation of technical feasibility (i.e. location of utilities).
- c. Development should provide **pedestrian** and cycling facilities separated from the roadway through a buffer such as a landscaped boulevard.
- d. New development should improve **public spaces** and create a safe, welcoming **pedestrian** environment. Design considerations should include separating **pedestrians** from wheeling users, and the closure or merging of existing driveways on Macleod Trail S. Access should be from a lane or lower order street where possible.

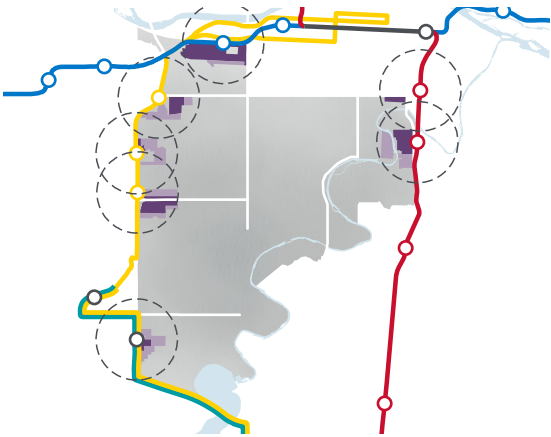
Figure 18: Macleod Trail S Urban Main Street



2.5.4 Transit Station Areas

The West Elbow Communities include seven **transit station areas**, including Sunalta LRT Station Area along the Blue Line LRT, and Victoria Park/Stampede and Erilton/Stampede LRT Station Areas along the Red Line LRT. Additionally, there are four MAX BRT **transit station areas** along Crowchild Trail SW at 17 Avenue SW, 26 Avenue SW, 33 Avenue SW (Marda Loop Station) and 54 Avenue SW.

The Plan identifies areas closest to a station as **Core Zones** in the **transit station areas**, where **pedestrian** activity and building scale are envisioned to be the highest. Building scales generally decrease away from the transit station in **Transition Zones**, which is achieved through lower building scales than **Core Zones**.



Policy

The following policies apply to areas with a low-modified scale or higher:

- a. Development adjacent to an LRT or BRT station is encouraged to provide a high-quality **public space** that encourages social gathering, user comfort and recreational activities through elements such as:
 - i. publicly-accessible private open space or plazas;
 - ii. street furniture, lighting, and seating areas;
 - iii. secure bike parking and other active mode amenities;
 - iv. public art;
 - v. multi-use pathway connections;
 - vi. publicly accessible, privately-owned **infrastructure** including drinking fountains and electrical servicing; and,
 - vii. enhanced landscaping, including public trees.
- b. Development adjacent to an LRT or BRT station should include design measures that enhance the transit interface and make the area safe and comfortable for people waiting for transit by:
 - i. locating uses that support high levels of activity, such as **retail** frontages, immediately adjacent to transit stops;
 - ii. ensuring accessible and universal design principles are seamlessly incorporated into the overall design; and,
 - iii. including architectural features that provide weather protection and create human-scaled environments.

- c. Development should create a well-defined **street wall** to support a human-scaled street environment in **transit station areas**. Design strategies may include, but are not limited to:
 - i. building stepbacks at or below the fourth storey;
 - ii. overall reduction of building mass at or above the fourth storey;
 - iii. building articulation using building materials, massing, and projections; and,
 - iv. street furniture, awnings, and lighting along the **street wall** to enhance **pedestrian** experience.
- d. Incentives to encourage the development of **non-market housing** units and **mixed-market housing** may be explored and implemented through direct control bylaws, including, but not limited to, Floor Area Ratio (FAR) exemptions and parking reductions.
- e. Vehicle parking in **Core Zones** should be located underground or in a parking structure. Where surface parking is provided, it should be well landscaped and should avoid being located between a building and a street.
- f. Development in the **Core Zone** and **Transition Zone** should locate vehicle access to reduce conflicts with **pedestrian** movement and transit operations.
- g. Consolidation of parcels is encouraged for greater development potential, to provide for comprehensively planned development, and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.
- h. Development should consider activation of lanes to encourage additional activity through strategies such as:
 - i. providing uses that front the lane;
 - ii. enhanced landscaping;
 - iii. safe and enhanced mobility connections for all modes;
 - iv. incorporating street art and lighting; and,
 - v. enhanced design features that improve safety and accessibility.
- i. Further to the building scale policies in Section 2.3, development in **Core Zones** may exceed, with a limited number of storeys, the building scale identified in Map 4: Building Scale which would result in a greater building area as would otherwise be achievable. A proposed development should only be allowed to exceed the building scale where the development achieves the following:
 - i. providing a substantially enhanced, high-quality publicly-accessible private open space; or,
 - ii. provision of **non-market housing** and/or **mixed-market housing** acceptable to The City.
- j. Proposals to exceed maximum building heights as outlined in Section 2.5.4(i) should be reviewed on a case-by-case basis and applied using a direct control district and implemented during the development permit stage.
- k. Development in **Core Zones** may exceed the number of storeys identified in Map 4: Building Scale where the proposed development would achieve a similar building area as would be allowable with the building scale identified in Map 4: Building Scale and where the resulting development would:
 - i. reduce shadowing impacts on open space, public sidewalks, or adjacent properties;
 - ii. result in a building massing that has less impact on the streetscape;
 - iii. provide varied building massing and heights across a site; or,
 - iv. provide for improved interface with **public spaces**, transit stations, or other public amenities.

- I.** Within areas identified as **transit station areas**, applications for height above those shown on Map 4: Building Scale may be supported, subject to further analysis and engagement, as part of an application that includes **heritage resource** conservation through use of heritage density transfer, based on the following criteria at the application stage:
 - i.** there must be a single source site with one or more **heritage resources** identified for **heritage resource** conservation, which should be located along **Main Streets, community corridors**, in **transit station areas**, or other locations deemed acceptable by The City;
 - ii.** sites receiving additional height should be in **Core Zones** of **transit station areas**, but may also be considered within **Transition Zones** of **transit station areas**, or other areas deemed appropriate by The City;
 - iii.** sites receiving additional height and sites identified for **heritage resource** conservation should be within the same community as, or in close proximity to, the source site;
 - iv.** sites identified for **heritage resource** conservation must be designated as **Municipal Historic Resource(s)**;
 - v.** a direct control district shall be required for the sites receiving additional height as well as the source site identified for **heritage resource** conservation; and,
 - vi.** the amount of additional floor area transferred between the receiver and source site must be proportional to the undeveloped floor area of the source site.
- m.** Development should mitigate the off-site impacts of any additional height, massing and shadowing within the surrounding area through:
 - i.** limited floor plate sizes on upper storeys;
 - ii.** increased stepbacks and/or reduced massing on upper storeys; and,
 - iii.** building orientation.
- n.** Development within **Core Zones** should:
 - i.** have a minimum building height of two storeys;
 - ii.** prioritize transit station access; and,
 - iii.** provide connections to support a comfortable and safe pedestrian and cycling experience and complete missing links to and from the transit station and transit stops.
- o.** New vehicle-oriented uses such as automotive sales, retailers with large surface parking areas, and drive-through restaurants or services should not be located in the **Core Zones** and **Transition Zones**.
- p.** New loading and servicing areas should be located on less-active side streets, on lanes, or internal to development sites and be designed to minimize impacts on streets and conflicts with **pedestrians** and **cyclists**.
- q.** Parking relaxations should be considered for development on constrained sites, such as individual lots that cannot feasibly consolidate, to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures including increased bicycle and alternative mobility storage should be provided.
- r.** Development in **Core** and **Transition Zones** should provide connections to adjacent mobility **infrastructure** to support a comfortable and safe **pedestrian** and cycling experience and convenient transfers between transit lines.

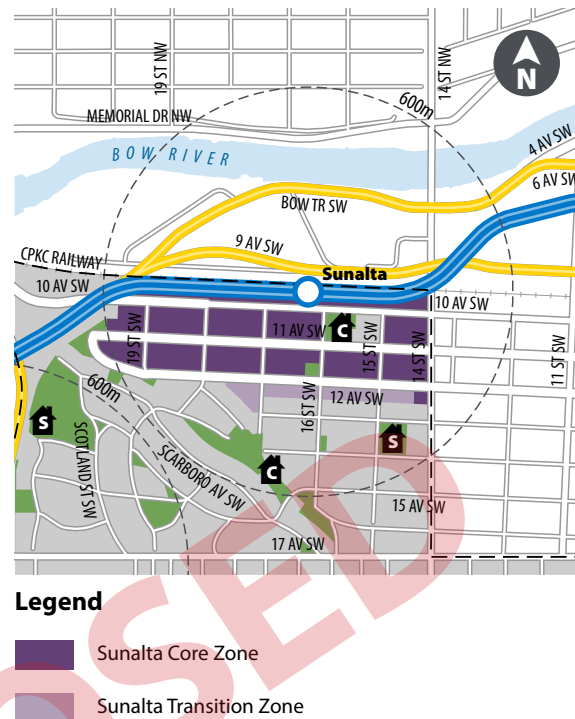
2.5.4.1 Sunalta LRT Station Area

The Sunalta LRT Station is located next to 10 Avenue SW along the LRT Blue Line and borders the CPKC freight rail corridor. The Sunalta LRT Station is elevated and provides pedestrian access from 10 Avenue SW and 9 Avenue SW via a pedestrian bridge over the CPKC freight rail corridor and Bow Trail SW.

Policy

- a. Development within the transit station area should implement recommended 5A Mobility Network enhancements and improve active modes mobility connections to Sunalta LRT Station as well as along 10 Avenue SW.
- b. Development in the Core Zone adjacent to Sunalta Station is encouraged to integrate into the station plaza.

Figure 19: Sunalta LRT Station Area



PROPOSED

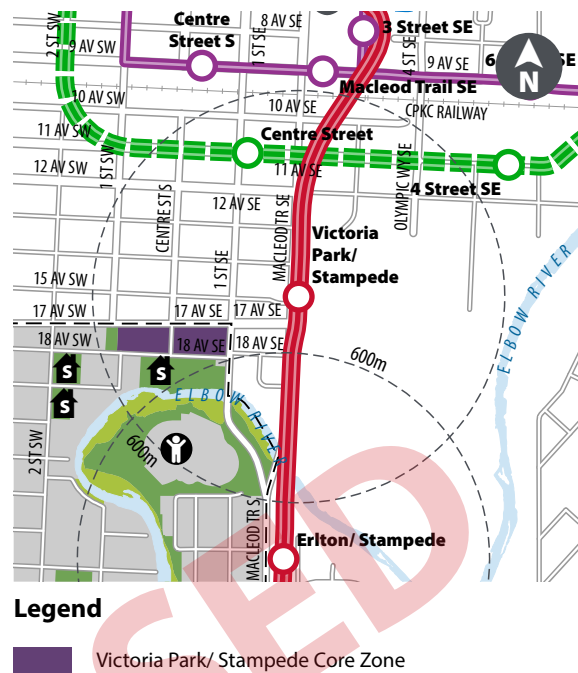
2.5.4.2 Victoria Park/ Stampede LRT Station Area

The Victoria Park/Stampede LRT Station is located approximately one block outside the plan area, at Macleod Trail S and 17 Avenue SE. The LRT station is at-grade, with **pedestrian** access from 17 Avenue SE via an at-grade street crossing at Macleod Trail and 17 Avenue SE. The Victoria Park/Stampede Station provides access to local destinations such as the Calgary Stampede Grounds, the BMO Centre, and the 17 Avenue SW Main Street.

Policy

- a. Development within the **transit station area** should implement recommended **5A Mobility Network** enhancements and improve active modes mobility connections to Victoria Park/Stampede LRT Station.

Figure 20: Victoria Park/Stampede LRT Station Area



2.5.4.3 Erlton/Stampede LRT Station Area

The Erlton/Stampede LRT Station is located along Macleod Trail S and services the Red Line LRT. This LRT station is at-grade, with pedestrian access from the east via a pedestrian bridge over the LRT rail line and from the west via an at-grade street crossing at Macleod Trail S and 25 Avenue SE. The Erlton/Stampede LRT provides access to local destinations such as the Calgary Stampede grounds, MNP Community & Sport Centre, Lindsay Park, and the Elbow River.

Policy

- a. Development within the transit station area should implement recommended 5A Mobility Network enhancements and improve active modes mobility connections to Erlton/Stampede LRT Station.

Figure 21: Erlton/Stampede LRT Station Area



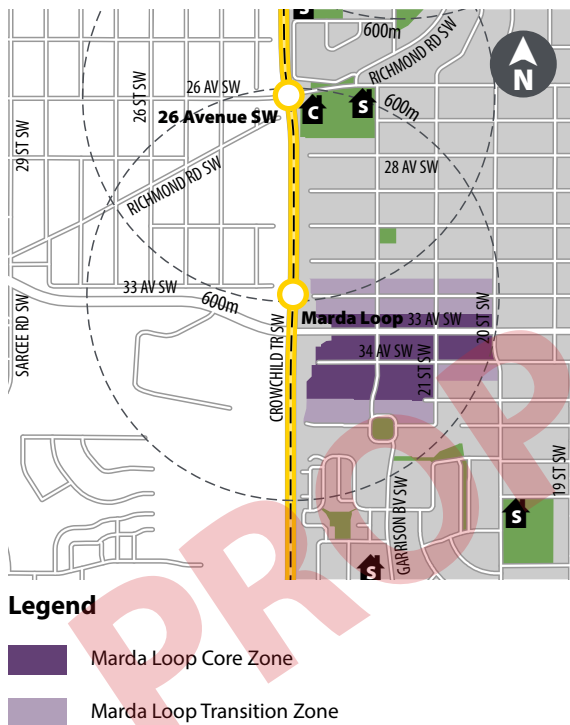
Marda Loop BRT Station Area

The Marda Loop BRT Station is located on Crowchild Trail SW north of 33 Avenue SW, and services the MAX Yellow BRT. An adjacent bus stop along 33 Avenue SW services the #22 bus route.

Policy

- g. Policies for development on the 33 Avenue SW Neighbourhood Main Street are contained in section 2.5.2.3.

Figure 24: Marda Loop Transit Station Area



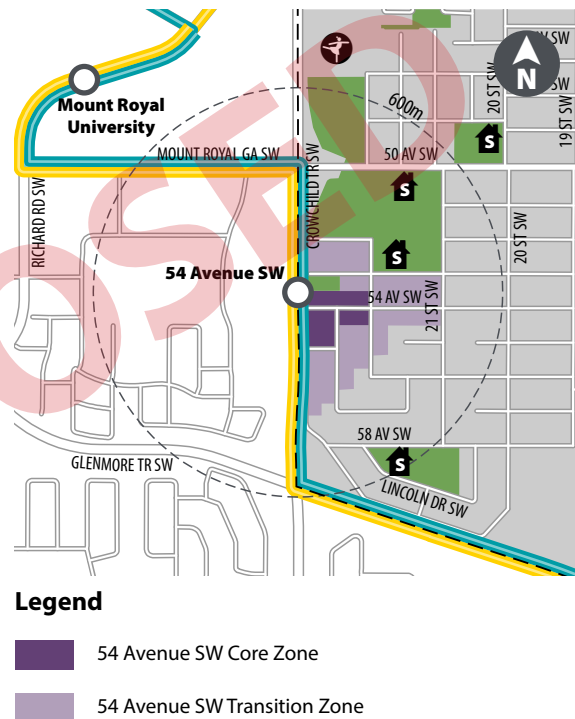
54 Avenue SW BRT Station Area

The 54 Avenue SW BRT Station is located on Crowchild Trail SW adjacent to the exit onto 54 Avenue SW. This transit station area services the MAX Teal and MAX Yellow BRT. Pedestrian access to the transit stations is possible from both sides of Crowchild Trail SW via a pedestrian bridge.

Policy

- h. Policies for development on the 54 Avenue SW community corridor are contained in section 2.5.5.

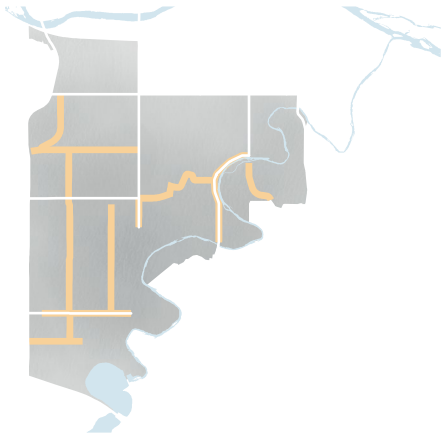
Figure 25: 54 Avenue SW Transit Station Area



2.5.5 Community Corridors

Community corridors are **pedestrian**-focused streets that are intended to support low-to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors connect other **pedestrian** focused growth areas including **transit station areas** and **Main Streets**. **Community corridors** serve as important links connecting services, amenities, and communities to one another.

The West Elbow Communities include ten **community corridors**: 4 Street SW (south of the Elbow River), 14 Street SW (south of 33 Avenue SW), 16 Street SW (south of 34 Avenue SW), 20 Street (between 26 Avenue SW and 54 Avenue SW), Elbow Drive SW, Richmond Road SW, 26 Avenue SW (west of 14 Street SW), 50 Avenue SW, 54 Avenue SW, and the corridor formed by Council Way SW, Premier Way SW and 30 Avenue SW.



Policy

- a. Development should:
 - i. front buildings onto the **community corridor**;
 - ii. contribute to and improve mobility connections across the streets, to transit stops, and into adjacent communities;
 - iii. provide a comfortable **pedestrian** and cycling experience;
 - iv. close existing driveways onto **community corridors** where access can be provided from a lane or side streets;
 - v. consolidate, limit and minimize driveway widths when required off **community corridors** when development cannot be serviced by a lane; and,
 - vi. consolidate small parcels along **community corridors** to enable greater development potential and provide for comprehensively planned development.
- b. Development on the east side of 14 Street SW between 33 Avenue SW and 38 Avenue SW should be designed to locate vehicular access from 13A Street SW or from adjacent avenues.

2.6 Heritage

Heritage resources and **heritage assets** are valued parts of our communities and Calgary as a whole. Both individually and collectively they contribute to community character and help create a sense of identity and place. Heritage tells the story of past generations for present and future generations. Heritage conservation is part of good city building and provides both economic and environmental benefits. Reuse of existing structures can reduce greenhouse gas emissions that would have been produced through construction-related activities including materials and transportation. Historic structures and districts can stimulate commercial activity and increase tourism activity and spending. Energy retrofits can improve the performance of older buildings, reducing greenhouse gas emissions, while preserving heritage character.

Heritage takes various forms in the West Elbow Communities. These include historic buildings that may be formally recognized on the **Inventory of Evaluated Historic Resources (Inventory)**, historic landscaped boulevards, as well as individual buildings and clusters of character homes (**heritage assets**) within Heritage Guideline Areas. This section provides policy for heritage in the West Elbow Communities.

2.6.1 Heritage Resources

Heritage resources are defining characteristics of communities and should be retained or protected while balancing the ability to redevelop. New development within the context of **heritage resources** should consider opportunities to balance both new and historic forms of development. The City of Calgary recognizes that there are **heritage resources** other than buildings that include archaeological and culturally significant areas.

Policy

- a. Property owners are encouraged to retain and conserve **heritage resources** through adaptive reuse. This may include, but is not limited to, additional commercial uses and the development of backyard suites.
- b. The Development Authority should consider relaxations to The City's **land use bylaw**, to enable the retention of **heritage resources**.
- c. Property owners are encouraged to designate **inventory** properties as **Municipal Historic Resources**.
- d. Properties designated as **Municipal Historic Resources** should be maintained as such.
- e. Any proposed development on sites that include buildings identified on the **Inventory of Evaluated Historic Resources** should be encouraged to prioritize retention and incorporation of the **heritage resource** into the new development.
- f. An applicant is encouraged to provide photo documentation of **inventory** properties to The City prior demolition or redevelopment. Interpretative or commemorative features should be incorporated into the new development.
- g. For redevelopment proposals that include **inventory** properties, other than that of single detached, semi-detached or rowhouse development, the applicant should consult with the community and The City's Heritage Civic Partner to determine appropriate commemorative features. Single detached, semi-detached, or rowhouse development on sites with **inventory** properties should follow standard approved commemoration practices.
- h. Opportunities to mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including, but not limited to protection of another **heritage resource** within the surrounding area.
- i. Where there are groupings of **heritage resources**, methods to conserve and maintain the groupings should be explored.
- j. New development should be compatible with the context of abutting sites on the **inventory** using front setbacks, massing, **street wall** height and landscaping. When there is new development adjacent to or nearby **heritage resources**, the development should draw design reference from the **heritage resources** and should not overwhelm the form and massing of adjacent **heritage resources**.
- k. New development is encouraged to integrate contemporary interpretations of historical design, detail and materials and not directly copy the design of heritage buildings in the area.
- l. New development is encouraged to conserve and integrate **heritage resources**, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).
- m. Additions and alterations to **heritage resources** shall be evaluated in terms of the specific styles and details dictated by the character of the **heritage resource** and in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

2.6.2 Heritage Guideline Areas

To recognize and celebrate the unique history and resulting **built form** that is seen in parts of the West Elbow Communities, Heritage Guideline Areas with concentrated groupings of residential **heritage assets** have been identified. These residential **heritage assets** are privately owned buildings, typically constructed prior to 1945, that significantly retain their original form, scale, massing, window/door pattern, and architectural details or materials. Concentrations of residential **heritage assets** that help define the Heritage Guideline Areas are identified on Map 5. These guidelines apply to block faces where more than 25% of the buildings have been identified as **heritage assets**. Buildings that qualify as residential **heritage assets** may be listed on the **Inventory of Evaluated Historic Resources**, but it is not a requirement.

The Plan applies specific guidelines to the Heritage Guideline Areas to ensure the new development fits into the area's historic fabric and context. They are not intended to directly recreate historical architectural styles for new development, but to incorporate design elements that allow them to contribute and enhance the historic character of the Heritage Guideline Areas. The Heritage Guidelines address general characteristics of buildings rather than enforcing strict architectural rules. The guidelines will be applied through the development permit review process to ensure new development responds to and contextually fits with existing residential **heritage assets**.

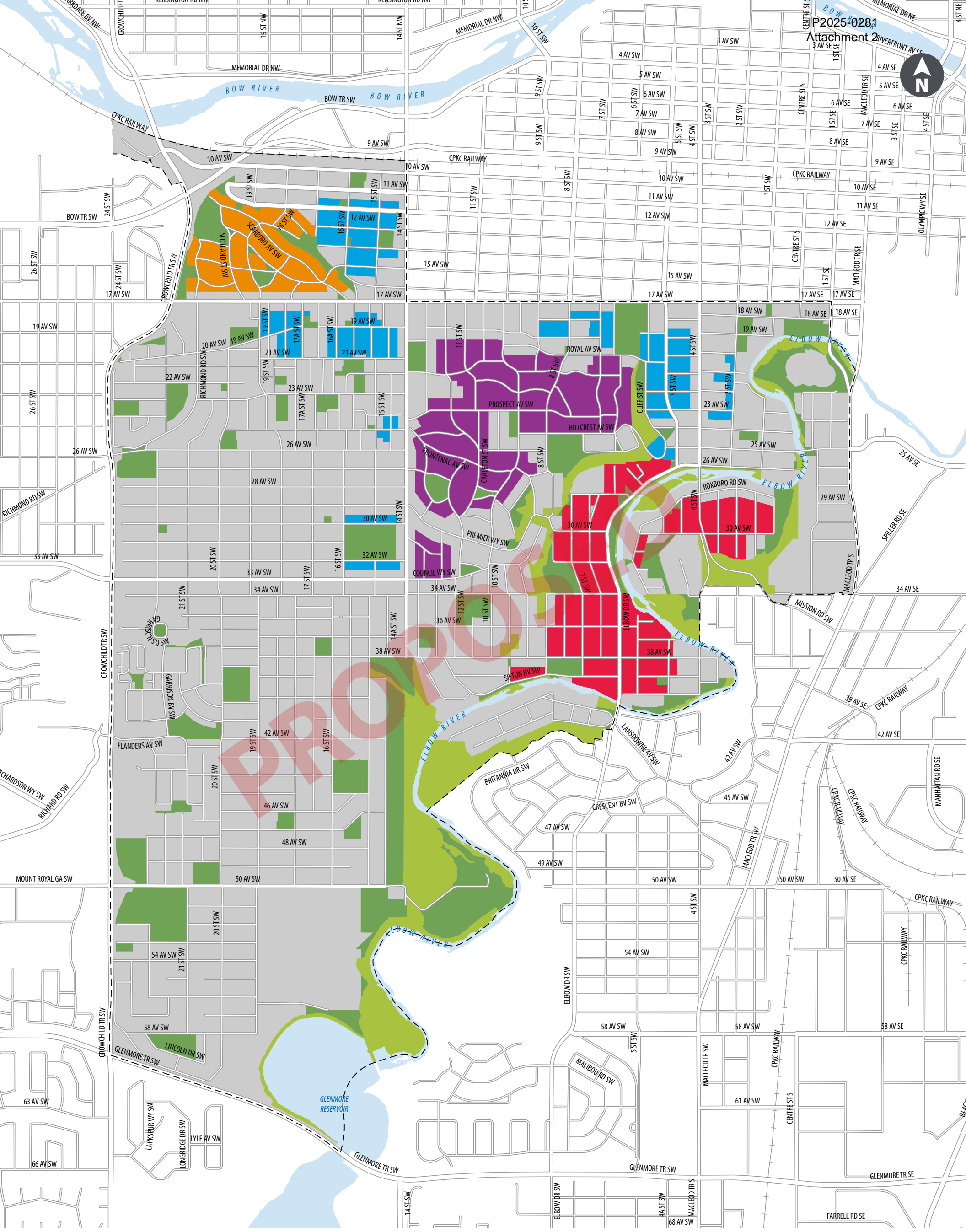
Four distinct precincts have been developed and include a community or group of communities that represent similar types of residential **heritage assets** and development patterns. The precincts are identified on Map 5. For more information about the history of each community, please see Appendix D: Additional Historical Information.

Where multi-residential development is supported in the Local Area Plan, specific multi-residential guidelines apply to parcels within Heritage Guideline Areas expected to experience future growth. These guidelines incorporate design elements that will allow multi-residential redevelopment that contributes to and enhances the historic character of the Heritage Guideline Areas.

Policy

General

- a. Land use redesignations that would allow for development with permitted use dwelling units should not be supported in Heritage Guideline Areas.
- b. Development should draw design references from nearby **heritage assets** within the applicable Heritage Guideline Areas, without directly mimicking historic styles.
- c. Redevelopment in Heritage Guideline Areas should allow for densities equal to or greater than that of existing developments.
- d. There are general policies that apply in all communities and policy that applies to each precinct. In the case of a conflict, the precinct specific policy shall apply.
- e. There are general policies that apply in all communities and policy that applies to multi-residential development. In the case of a conflict, the multi-residential specific policy shall apply.



Map 5: Heritage Guideline Areas

Legend

- Precinct 1
- Precinct 2
- Precinct 3
- Precinct 4
- Natural Areas
- Parks and Open Space
- Plan Area Boundary

Site and Landscape Design

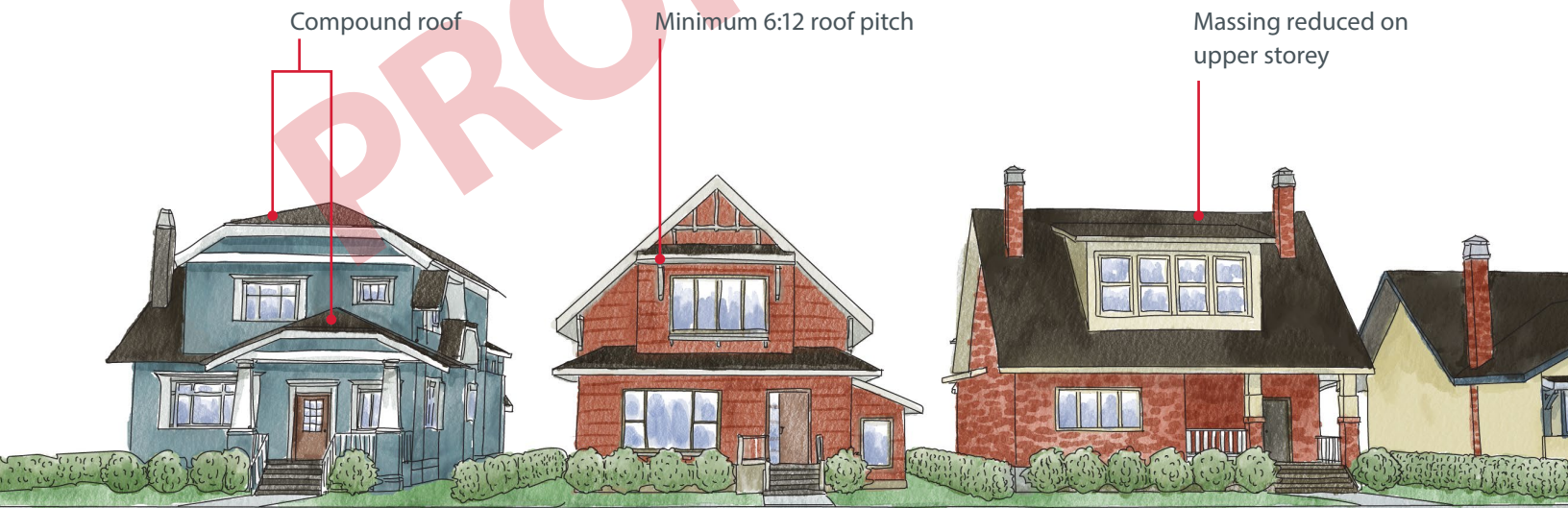
- f. Notwithstanding the minimum setback in The City's **land use bylaw**:
 - i. front yard setbacks should be informed by the existing **heritage assets** on the block; and,
 - ii. where existing front yard setbacks on the block face are generally consistent (meaning the front yard setback for development on the block is generally aligned), the front setback for new development should not be less than the smallest existing front setback of existing **heritage assets** on the block face.
- g. Development should provide well-defined and direct pathway connections from front doors to the sidewalk and **public space**.
- h. Where a public boulevard with canopy trees is not present, landscaping should include at least one deciduous tree in the front setback area or within the boulevard, where feasible, that will contribute to a mature tree canopy.
- i. Relaxation of The City's **land use bylaw** landscaping requirements may be considered in the front setback where two mature trees are retained in the front yard or boulevard.
- j. Front setbacks should be soft landscaped, and the use of hard landscaping is discouraged.
- k. Synthetic landscaping material is strongly discouraged.
- l. Where no rear lane access for garage or on-site parking exists:
 - i. a narrow side driveway to the rear of the lot is encouraged;
 - ii. a detached garage should be located primarily behind the front building façade;
 - iii. an attached garage should not project beyond the main building façade; and,
 - iv. a drive-under garage should:
 - (1) only be allowed where the parcel is too shallow, too narrow, or where existing grades are too steep to accommodate a detached side or rear garage; and,
 - (2) not project beyond the main building façade.



Example of landscaping and front setbacks

Roofs and Massing

- m. Roof styles should be informed by and complement the **heritage assets** in the area. The design should:
 - i. incorporate a roof profile informed by the existing **heritage assets** on the block with a strong emphasis on visual continuity along the street;
 - ii. have a minimum primary roof pitch of 6:12;
 - iii. have a minimum primary roof pitch of 4:12 when **heritage assets** in the Heritage Guideline Area have a similar roof pitch or form;
 - iv. where visible from the street, flat roofs or **contemporary asymmetrical roof pitches** are strongly discouraged.
- n. Decks above the main floor are encouraged to be incorporated into the roofline or recessed into the facade to diminish their visual impact.
- o. Foundation height is encouraged to conform to the foundation height of existing **heritage assets** on the block.
- p. Buildings with a front facade width exceeding 12 metres or a height exceeding two storeys are encouraged to mitigate their visual impact through variations in:
 - i. massing;
 - ii. rooflines; or,
 - iii. materials.
- q. Where new development is larger than nearby **heritage assets**, the visual impact of upper storeys of buildings, visible from the street, should be reduced by employing design measures such as:
 - i. the use of **compound roofs** (e.g., cross-gabled or combination roof pitches) to hide the upper storey;
 - ii. shifting massing away from smaller-scale buildings; or,
 - iii. reduced building massing on upper storeys.
- r. Developments with more than one unit should have distinct rooflines that accentuate individual units.

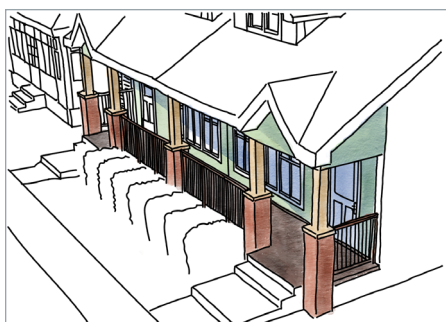


Example of roofs and massing within a Heritage Guideline Area

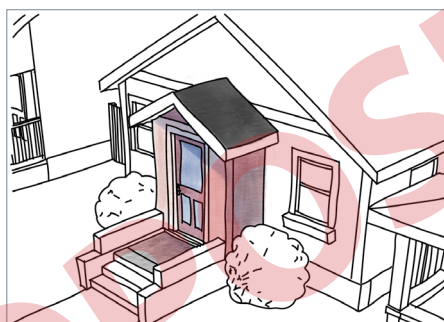
Front Façade

- s. Development should be designed to provide a front projection on the main floor that may be covered or enclosed, and that comprises at least a third of the width of the front main floor façade for each unit visible from the street. This front projection could include elements such as:
 - i. porches;
 - ii. patios;
 - iii. verandas;
 - iv. sunrooms; or,
 - v. bay windows.
- t. Front façade should reference the vertical and horizontal pattern of the streetscape, maintaining the proportions, and depth of existing **heritage assets** on the block.
- u. Front projections beyond the building's main façade should include a roof informed by the existing **heritage assets** on the block and integrated into the overall building design.

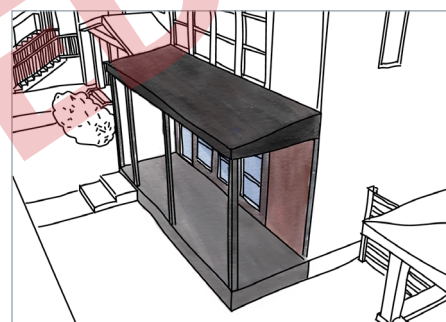
Examples of front projections



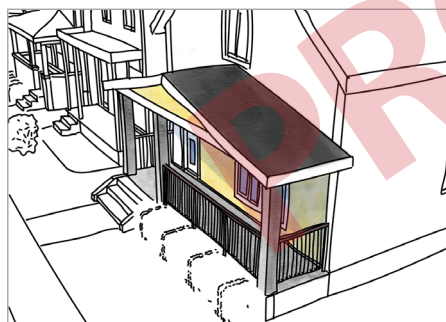
Full width verandah



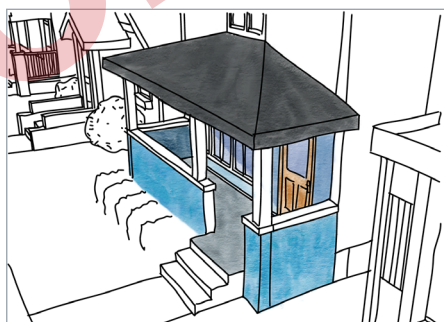
Enclosed entryway



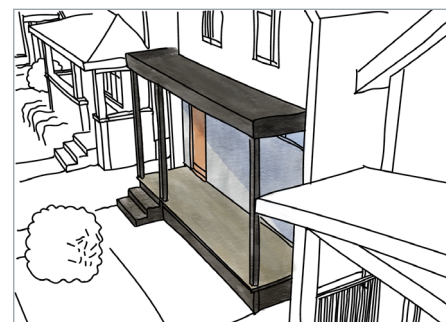
Shed verandah



Gable verandah



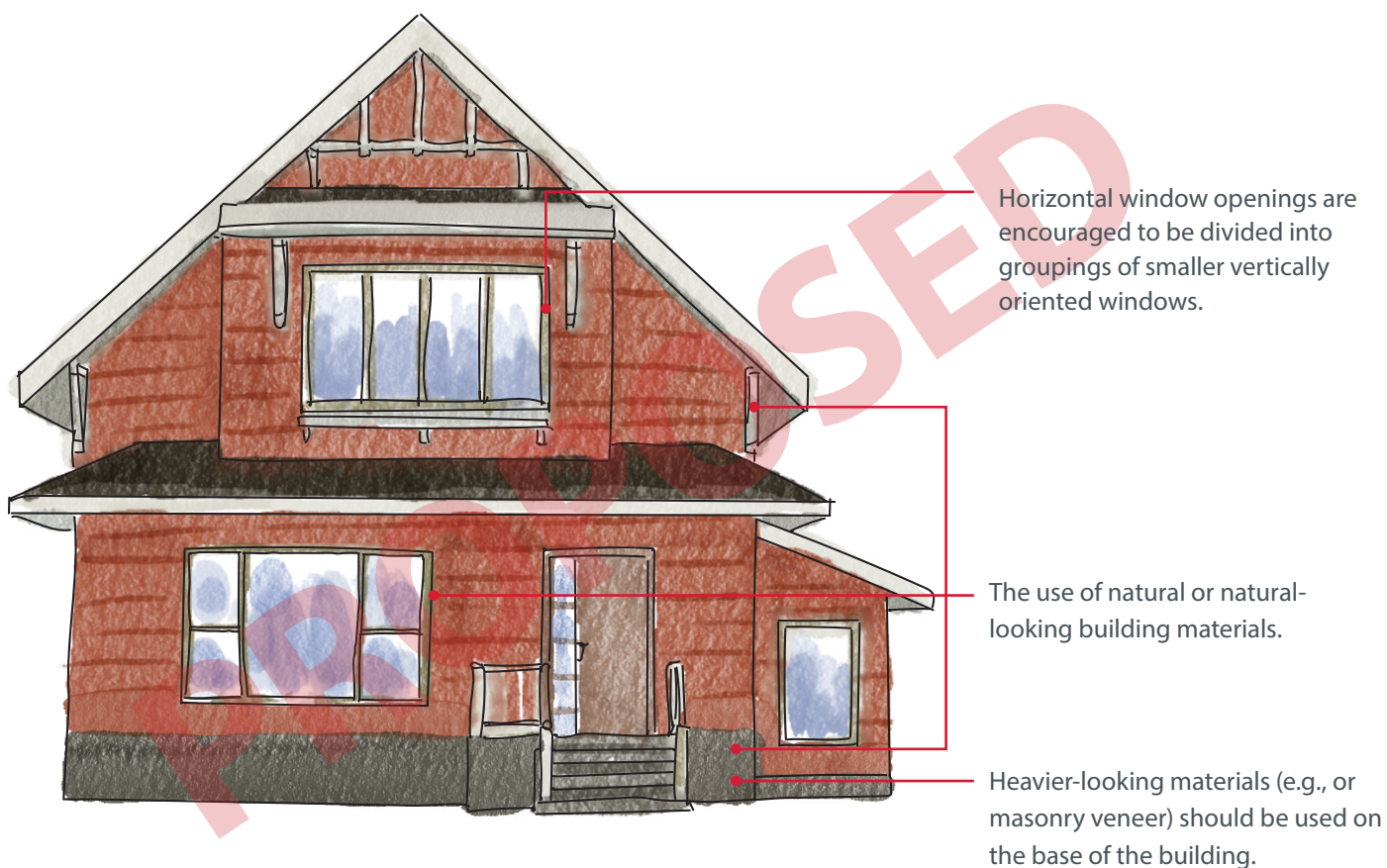
Hipped verandah



Flat verandah

Windows, Materials, and Details

- v. Windows patterns should be informed by the existing **heritage assets** in the area and:
 - i. large uninterrupted floor-to-ceiling windows are discouraged; and,
 - ii. horizontal window openings are encouraged to be divided into groupings of smaller vertically oriented windows.
- w. The use of natural or natural-looking building materials (e.g, masonry, wood, or wood-pattern cement board) is encouraged.
- x. Where multiple building materials are used, heavier-looking materials (e.g., masonry or masonry veneer) should be used on the base of the building.
- y. The use of vinyl siding is strongly discouraged.



Example of windows, materials, and details

2.6.2.1 Precincts

The following policies apply to individual precincts and are in addition to the above policies. In the case of a conflict, the following policy should apply.

Precinct 1 (Elbow Park, Rideau Park, Roxboro)

- a. Decks above the main floor may project beyond the main façade of the building.



Example of development in Precinct 1

Precinct 2 (Cliff Bungalow, Lower Mount Royal, Mission, Sunalta, Bankview, South Calgary)

- b. Decks above the main floor may project beyond the main façade of the building.



Example of development in Precinct 2

Precinct 3 (Upper Mount Royal)

- c. Flat roofs may be considered where development in the Heritage Guideline Area has a similar roof form.
- d. Front projections beyond the main facade of the building are encouraged but not required.



Example of development in Precinct 3

Precinct 4 (Scarboro)

- e. Soft landscaping and mature trees are strongly encouraged in the front, side, and rear setbacks.
- f. The primary roof visible from the street should have a minimum pitch of 7:12 that is informed by and complements the heritage assets in the area.
- g. Windows should reference the vertical and horizontal pattern of the streetscape, maintaining the proportions of existing heritage assets on the block.
- h. Units that face the street should provide front entrances that are visible from and oriented toward the street.



Example of development in Precinct 4

2.6.2.2 Multi-residential Policy

The following policies apply to multi-residential development and are in addition to the above policies. In the case of a conflict, the following policy should apply.

Site and Landscape Design

- a. Development should provide well-defined and direct pathway connections from entrances on the main floor to the sidewalk and **public space**.
- b. Where no rear lane access for garages or on-site parking exists, entrances for enclosed parking should not project beyond the main building façade.



Example of multi-residential development with parking access from street

Roofs and Massing

- c. To reduce visual impact where new development exceeds three storeys in height, the **street wall** should include design elements such as:
 - i. a well detailed and prominent cornice line with a stepback above the third storey; or,
 - ii. a mansard or pitched roof above the third storey.
- d. The height of the **street wall** should be a maximum of three storeys with a minimum 2.0 meter stepback beyond the third storey.



Example of multi-residential development roof and massing

Front Façade

- e. To create a varied **street wall** profile and avoid long uninterrupted building frontages, **street walls** should:
 - i. be separated into distinct vertical sections, to a maximum of 8.0 metres in width, incorporating a well-defined rhythm of architectural design elements consistent with **heritage assets** in the area, such as: colour, changes in materials, and projections, which may include bay windows; and,
 - ii. extend from the ground to the top of the **street wall**.
- f. To activate the street, design elements such as porches and patios should be included at the main floor.
- g. **Pedestrian** entrances should be discernable from the **street wall** employing design elements such as:
 - i. projections;
 - ii. articulation;
 - iii. rooflines; or,
 - iv. changes in materials.



Example of multi-residential development front façades

2.7 Mobility

People of all ages, genders, incomes, and abilities should be able to safely and conveniently move around the city. A well-connected mobility network that includes options for walking, cycling, taking transit, and using personal vehicles provides people with mobility choices to meet a variety of needs and preferences year-round. Winter travel preferences and needs are unique and should be accounted for to ensure a safe and accessible mobility network.

The policies in this section provide direction for the development of mobility **infrastructure** that connect people to destinations and complement the **5A Mobility Network** identified in Appendix C: Mobility. These policies guide the review of planning applications for developments that contribute publicly-accessible amenities, **infrastructure**, or facilities.

2.7.1 Pedestrian

Pedestrian routes are a critical element of a well-connected mobility network. Both public and private **pedestrian** routes should be convenient, safe, comfortable, and accessible and provide connections within developments, communities, and to the city-wide network. The design of **pedestrian** routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

Policy

- a. **Pedestrian** routes should:
 - i. be universally accessible and provided on both sides of the road;
 - 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 with reduced conflicts/crossings with vehicular access and driveways;
 - iv. incorporate streetscape elements, including wayfinding signage;
 - v. be well-lit; and,
 - vi. be designed to accommodate year-round use and maintenance.
- b. **Pedestrian** routes should be appropriately sized for the anticipated number of **pedestrians**. This includes, but is not limited to:
 - i. requiring increased building setbacks from a property line shared with a street, where portions of a building below grade or in upper storeys may project into the additional building setback area; or,
 - ii. increasing the width of the **public space** within the road right-of-way.
- c. New **pedestrian** crossings should be well-defined, well-lit and designed in a manner that is convenient and safe to minimize conflicts with vehicles.
- d. **Pedestrian** routes are encouraged to provide a buffer between the sidewalk and the road to enhance the comfort of all users, through strategies such as:
 - i. providing street furniture;
 - ii. landscaped boulevards;
 - iii. cycling **infrastructure**; and,
 - iv. on-street parking.
- e. Future pedestrian routes are encouraged to provide connection outside of the Plan area across major physical barriers, such as the Elbow River, Bow River, Bow Trail SW, Glenmore Trail SW, and Crowchild Trail SW.

2.7.2 Cycling

Cycling routes are a critical element of a well-connected mobility network. Cycling **infrastructure** should be convenient, safe, comfortable, accessible, and provide connections both to and within developments, communities, and to the city-wide network. The design of cycling routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

Policy

- a. Cycling **infrastructure** should:
 - i. be wide enough for the anticipated volume of cyclists based on the street function and context;
 - ii. provide continuous, unobstructed paths of travel with reduced conflicts/crossings with vehicular access and driveways;
 - iii. incorporate streetscape elements, including wayfinding signage;
 - iv. be well lit;
 - v. be designed to accommodate year-round use;
 - vi. provide facilities to repair, maintain, and securely store bicycles, where feasible; and,
 - vii. be designed to mitigate conflicts with **pedestrians** and vehicles around transit **infrastructure**.
- 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 are encouraged to 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.

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2.7.3 Transit

Transit service is a critical element of a well-connected mobility network, connecting people to destinations across the city. A range of destinations helps make transit a convenient and attractive alternative to personal vehicles.

Policy

- a. Transit routes and transfer points 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**, including weather protection, that enhances comfort, safety, and predictability for transit users.
- d. New transit station design should consider opportunities to incorporate integrated civic facilities and plazas.
- e. Development located adjacent to transit stops is encouraged to seamlessly integrate with the stops by providing on-site transit amenities or shelters.

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2.7.4 Parking

The following parking policies support flexibility in how and where parking is provided to incentivize development in locations that support a range of mobility, housing and commercial options. Managing parking at a district scale, rather than site-by-site, may result in more efficient land use. Parking policies and regulations need to be adaptive to current needs while enabling communities to be more responsive to future trends.

Policy

- a. Applications for new multi-residential developments that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met.
- b. Relaxations for parking requirements should be considered for the following types of development:
 - i. **Main Streets** or other areas of higher activity;
 - ii. **transit station areas**; or,
 - iii. **shared mobility operating areas**.
- c. Parking requirements should be considered for reductions or relaxations for the following types of development:
 - i. development that retains historic buildings on the **Inventory of Evaluated Historic Resources**;
 - ii. development of **non-market housing** and **mixed-market housing** as defined and accepted by The City;
 - iii. development of care facilities;
 - iv. development that incorporates significant sustainable building measures;
 - v. development that integrates **transportation demand management** measures; and,
 - vi. development that aligns with the vision and core values of this Plan
- d. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.
- e. Provision of vehicle parking **infrastructure** should not inhibit desired **built form** outcomes or the vision and core values of this Plan.
- f. Development should provide **transportation demand management** measures to support the achievement of a desired **built form** outcome, including, but not limited to:
 - i. bicycle parking stalls beyond required minimums;
 - ii. bicycle lockers or higher 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.
- g. Surface parking should be discouraged. Where surface parking is provided, it should:
 - i. be located behind or at the side of a building;
 - ii. be accessed by a lane or a lower order street;
 - iii. include **pedestrian** routes and landscaped areas to minimize visual and environmental impacts; and,
 - iv. support adaptive reuse or temporary use of space, such as parking for food trucks.
- h. Above-grade parking structures should:
 - i. be accessed by a lane or lower order street;
 - ii. be integrated into developments to minimize their visual impacts on the street;
 - iii. identify opportunities to incorporate commercial, residential, and office uses on the ground floor; and,
 - 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.
- i. Shared use of parking facilities between developments should be encouraged to maximize the use of existing parking facilities.

2.7.5 Street Network

The street network is an important part of the **public space** and should provide functional, safe, and efficient connections throughout the city to support a range of mobility options.

Policy

- 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 improves the efficiency of transit service along **Primary Transit Network** corridors; and,
 - iv. other improvements and upgrades, where identified elsewhere in the Plan, or other applicable City policy or strategy.
- b. Corner cuts are encouraged at lane intersections to improve sight lines of vulnerable users and to also accommodate vehicle turning movements.
- c. New public or internal publicly-accessible private streets are encouraged where connections are missing in a community.
- d. Street furniture, functional public art, and publicly-accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.
- e. Streets in industrial areas should be designed to facilitate efficient large vehicle, equipment, and goods movement, and connections to regional corridors.

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3 Supporting Growth



3.1 Overview

The individual communities that make up the West Elbow Communities share common amenities, services, parks and open spaces, natural areas, and public facilities; however, no single community has the amenities and services to provide for all the daily needs of residents. The West Elbow Communities share commercial amenities along the network of **Main Streets**, a multi-modal transportation network, as well as a range of parks, recreation spaces and natural areas including the pathway network along the Elbow River and Glenmore Reservoir, Glenmore Athletic Park, and the MNP Community & Sport Centre.



This chapter sets out the goals and objectives for current and future amenities and **infrastructure** related to the vision and core values identified in Chapter 1: Visualizing Growth. The chapter identifies specific local area plan objectives and implementation options for supporting growth. Section 3.2 of this Plan identifies high-level goals that align with key planning direction provided within The City's **municipal development plan** and includes locally specific objectives that support the Plan's vision and core values. The goals and objectives are long-term, connected to the Plan's time horizon and represent the future of the area. They apply community-wide, provide benefits to many residents, and are intended to be actionable.

This chapter identifies implementation options related to the goals and objectives that recognize the unique opportunities for placemaking, **public space** improvement, enhanced mobility choices, and transit-oriented development. This chapter also provides high-level strategic direction to inform investment decisions. Further detailed analysis and study for each option will be required and may include engagement with area residents, community associations, business improvement areas, landowners, and industry, as appropriate. The options in this chapter are statutory, while the investments identified in Appendix A are non-statutory.

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

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

- the current status of **infrastructure** and amenities in the local area;
- the desired services and activity levels in the area;
- equitable access to services and amenities;
- the roles of different city builders in supporting the delivery of **infrastructure** and amenities;
- how the growth in this local area compares with city-wide growth and investment needs;
- alignment with City goals for creating **net-zero** emissions and climate resilient communities;
- The City's corporate investment priorities and budget availability; and,
- the availability and use of appropriate planning and financial tools to support implementation.

3.2 Goals, Objectives, and Implementation Options

The Plan identifies six goals aligned with the Plan’s core values that are intended to frame and provide guidance for investment to support the Plan’s vision.





3.2.1 Housing for All

Expanding housing diversity will allow more people to live in the area and help support businesses, transit, schools, services, and amenities. This also includes recognizing a range of housing types and ages that allow a diverse population to live in the area.

Objectives

The following objectives are intended to guide decisions for supporting growth and promoting housing for all in the Plan area:

- Encourage provision of **non-market housing** and **mixed-market housing** that meets the diverse and changing needs, life stages, and financial abilities of individuals.
- Provide and enable inclusive, diverse, and equitable housing options across the Plan area.

Implementation Options

The following identify actions to achieve the growth objective of promoting Housing for All in the Plan area:

Non-market and Mixed-market Housing

Access to safe and stable housing helps create inclusive communities and adds to the overall health, prosperity, and safety of our city. It adds diversity by attracting young adults and families into the neighbourhood and enabling residents to age in place. People in **non-market housing** have greater chances to find and keep jobs, learn, build skills, and be active participants in their communities.

The West Elbow Communities are in close proximity to Mount Royal University and the Greater Downtown

and also have a significant diversity in income levels of households. Enabling housing that meets the needs of all demographics, household compositions, and income levels is important in creating an inclusive and welcoming city.

Home is Here – The City of Calgary’s Housing Strategy, identifies the role and actions The City can take to improve access to **non-market housing** and **mixed-market housing**. Refer to this strategy for city wide actions as well as the most recent definition of **non-market housing**, **mixed-market housing**, and affordable housing.

- a. To improve access to **non-market housing** and **mixed-market housing** in the West Elbow Communities, the following should be considered:
 - i. encourage the inclusion of **non-market housing** units in new residential and mixed-use developments, including **mixed-market housing** projects;
 - ii. encourage including **non-market housing** and **mixed-market housing** in the redevelopment of vacant lands;
 - iii. encourage intensification, rehabilitation, and retention of existing **non-market housing** developments, ensuring no net loss of units;

- iv. encourage strategic partnerships with private and public organizations to address unmet housing needs;
- v. encourage strategic partnerships with private and public organizations, including opportunities to build Indigenous housing from local lenses involving local Indigenous governments, Indigenous community leaders, and Indigenous focused housing organizations and service providers, to address unmet housing needs;
- vi. explore the leveraging of municipal land, where available, to contribute to **non-market housing** or **mixed-market housing** development;
- vii. encourage co-location of **non-market housing** and **mixed-market housing** within civic development;
- viii. encourage the development of **non-market housing**, **mixed-market housing**, and student housing in areas that are well served by **transit station areas**, the **Primary Transit Network**, and appropriate services and amenities, including access to grocery stores and schools;
- ix. encourage the inclusion of energy efficiency and renewable energy measures for affordable units to reduce high and volatile energy costs; and,
- x. explore opportunities to provide services and programs for accessing housing, mental and physical health, and other support for vulnerable residents.

Diverse Housing Forms

In the West Elbow Communities, supporting a diversity of housing forms provides the opportunity to provide new types of housing that increase housing options. Diverse housing forms also represent an important step in providing housing options to support the needs of various household compositions seen across the Plan area.

For example, multi-generational homes can provide safe, accessible, and inclusive places for people of all ages and stages to live. Laneway homes and accessory dwellings, such as secondary suites, can provide new housing options in a neighbourhood while maintaining existing buildings.

- b. To support and encourage various housing forms in the West Elbow Communities, the following should be considered:
 - i. explore new financial incentives to support the construction of laneway housing;
 - ii. where municipal land is available, the coordination of land sales for multi-generational and cohousing development should be explored; and,
 - iii. support and encourage the development of multi-generational homes and communities and cohousing in areas that are well served by existing **infrastructure** and amenities.



3.2.2 Parks, Open Spaces and Natural Areas

Natural areas, parks, recreational facilities, and open spaces are important components of the West Elbow Communities. These spaces provide opportunities to recreate and gather, contributing to mental and physical health, a sense of belonging, and general wellness. They also perform important ecological functions such as greening the city, providing habitat, and managing stormwater.

Objectives

The following objectives are intended to guide decisions to enhance parks, open spaces, and natural areas throughout the Plan area:

- Support accessible, inclusive, and year-round programming for parks and open spaces.
- Explore opportunities for new parks and open spaces in communities that are below parks provision targets per the **municipal development plan**.
- Seek opportunities to provide multi-functional spaces in parks to better serve the surrounding community.
- Improve pathway linkages throughout the Plan area.
- Protect, maintain, enhance, and expand the existing tree canopy on public and private land.
- Protect, maintain, and enhance riparian areas along the Elbow River.
- Support new civic facilities and community spaces, such as libraries, recreation centres, cultural, and creative spaces that support all ages, abilities, and incomes.
- Improve the ecological functionality of existing parks and open spaces.
- Improve lighting in parks and other **public spaces**.

Implementation Options

The following actions have been identified to achieve the parks, open space, and natural areas core value:

Existing Parks and Open Space Improvements

The West Elbow Communities offer a range of parks and open spaces. Many of the parks are connected or adjacent to the Elbow River valley, such as River Park, Sandy Beach, and Lindsay Park. They are complemented by other parks and open spaces throughout the Plan area. Over time, existing parks and open spaces should be upgraded as required to meet community needs, and should include features and amenities that can be enjoyed by all.

- a. To support future investment in parks and open spaces, the following should be considered:
 - i. work to upgrade the condition and design of existing parks spaces to best suit the needs of the community, prioritizing improvements to parks in communities that are below the **municipal development plan** parks provision targets, that see relatively high amounts of use, and/or where space could be better utilized. Emphasize providing high quality, multi-functional spaces that support year-round activity;
 - ii. support the modernization of community association buildings and related amenities;
 - iii. provide opportunities for cultural expression and diversity in community facilities and in parks, including opportunities to highlight history and cultural landscapes;
 - iv. support naturalization of areas and planting of native vegetation;
 - v. improve off leash areas through methods such as planting, surfacing, and fencing of the areas;
 - vi. work with school boards to upgrade open spaces at school sites to better suit the needs of the community and schools, including improved access; and,
 - vii. enhance safety and accessibility of parks and open spaces through enhanced **pedestrian** crossings, connecting missing links in the sidewalk and pathway networks, improved lighting, signage and wayfinding, and improved sightlines.

South Calgary Park

South Calgary Park is the largest park in the South Calgary neighbourhood and includes Giuffre Library, South Calgary Pool, a firehall, the Marda Loop Community Association building, as well as a range of outdoor recreation facilities.

- b. To guide the redevelopment of the South Calgary Park, the following should be considered:
 - i. develop a master plan for the park that considers future improvements and requirements for the South Calgary Pool, Giuffre Library, firehall, and Marda Loop Community Association building;
 - ii. balance the range of uses on the site to ensure that uses complement each other and meet the needs of the various groups that use the park;
 - iii. explore developing integrated civic facilities on the library site that include a new library, **non-market housing** or **mixed-market housing**, firehall, and other facilities that provide community benefit;
 - iv. explore improving **pedestrian** and cycling access to the site;
 - v. explore relocating the existing recycling facility to an off-site location in order to provide more park space and amenities for the community; and,
 - vi. review parking requirements and assess if any on-site parking areas can be converted to park space.

Glenmore Athletic Park

The Glenmore Athletic Park is a multi-purpose athletic park that offers indoor and outdoor facilities, such as a track and field, an indoor arena, and sports fields.

- c. To guide the redevelopment of the Glenmore Athletic Park, the following should be considered:
 - i. continue to implement the Glenmore Athletic Park master concept plan. With subsequent phases of implementation, review current and planned facilities and uses within the park to explore opportunities to address community needs;
 - ii. provide all-season and diverse recreational uses within the park;
 - iii. review if the open space to the east of Glenmore Athletic Park can be integrated with the Athletic Park or better utilized as park space;

- iv. explore accessible connections to Emily Follensbee School; and,
- v. explore options to enhance safety and accessibility of Glenmore Athletic Park such as improved lighting, wayfinding, and signage.

Lindsay Park and Recreation Centre

Lindsay Park is located along the Elbow River and houses a significant indoor multi-sport recreation centre. The park provides outdoor park space and natural areas adjacent to the river. The regional pathway also connects through the park and to bridges across the river that provide access to adjacent communities. As future park improvements are considered, they should balance the needs of indoor and outdoor recreation spaces, as well as the ecological functions of lands adjacent to the Elbow River.

- d. To guide future improvements in Lindsay Park, to support both the park and recreation centre, the following should be considered:
 - i. explore opportunities to provide housing and/or new recreational facilities where surface parking areas are currently located, as well as between the parking area and Macleod Trail S. Review the feasibility of providing parking for the facility underground or in a parking structure;
 - ii. review programming of the park space to determine if it can support multi-functional programming;
 - iii. widening surrounding sidewalks that provide access to the park;
 - iv. improving lighting and sightlines through the park;
 - v. providing additional secure bike parking;
 - vi. explore bridge widening between Lindsay Park and 21 Avenue SW;
 - vii. explore improving transit connections and facilities, emphasizing improved connection to the Erlton/Stampede LRT Station;
 - viii. review the need for dedicated river access points; and,
 - ix. review the need for additional naturalization and remediation of lands adjacent to the Elbow River.

Natural Areas, Escarpments, and Riparian Areas

The natural areas along the Elbow River and other parts of the Plan area are environmentally significant and critical components of Calgary's **ecological network**. These areas also provide opportunities for recreation through features such as trails and viewpoints. It is important that natural areas maintain their integrity to support the local ecosystem and remain cherished parts of the West Elbow Communities.

- e. To support future investment in natural areas, escarpments, and riparian areas, the following should be considered:
 - i. provide safe and accessible connections from escarpment ridges and riparian areas to the pathway system along the Elbow River, including formalizing desired pathways, while remediating areas of disturbance;
 - ii. support investment in restoration along escarpment ridges and riparian areas to reduce degradation of existing natural areas, restore native species, and enhance wildlife network connectivity;
 - iii. promote passive recreation and discourage uses that are not compatible with preservation of natural areas; and,
 - iv. identify opportunities to enhance natural area connectivity through naturalization within the **ecological network**.

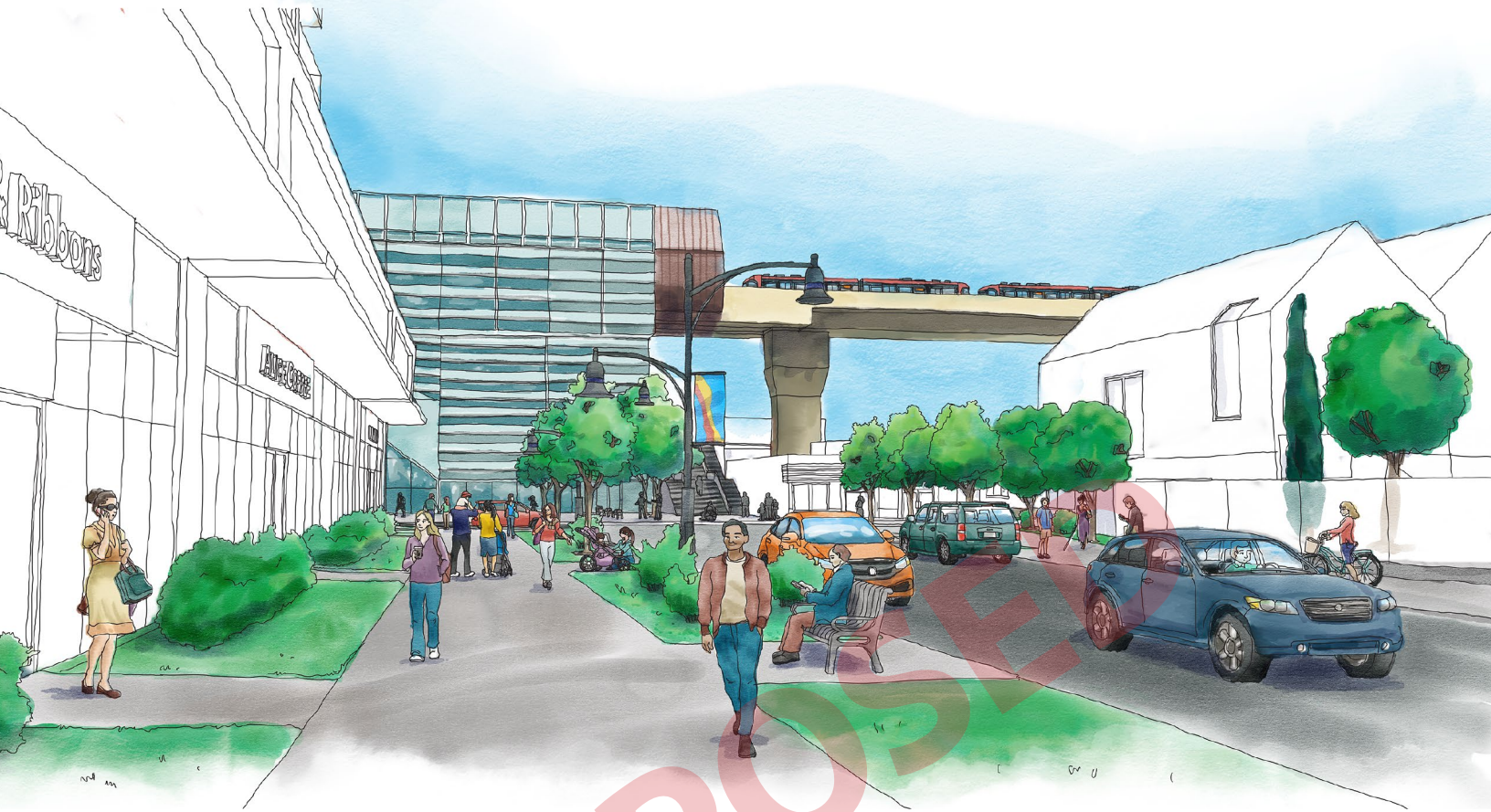
Expanding the Open Space Network

As the West Elbow Communities continue to grow and change, there is an opportunity to expand the offering of parks and open spaces. This could come through converting existing municipal land into parks, creating innovative open spaces in locations such as underutilized road rights-of-way, or via the acquisition of land. As opportunities to create parks and open spaces are considered, creative solutions to providing new **public space** should be explored.

- f. To support the provision of new parks and open spaces, the following should be considered:
 - i. within the West Elbow Communities, prioritize the development of new parks and open spaces in communities that are below the **municipal development plan** parks provision targets;
 - ii. identify underutilized or vacant municipal land that could be converted to park space;

- iii. explore the development of green corridors that provide improved connections between existing parks and support the **ecological network**. Green corridors may be developed in locations such as streets that have excess right-of-way, where limiting vehicle traffic is warranted, or in underutilized open spaces;
- iv. explore permanent closures of underutilized road rights-of-ways to facilitate the provision of new open space;
- v. explore the creation of plazas and open spaces around **Main Streets** and **community corridors**, with focus on spaces that support both residents and visitors;
- vi. explore increasing planting and green **infrastructure** in boulevards, such as rain gardens, green stormwater **infrastructure**, or other solutions as space allows; and,
- vii. if a school site is declared surplus by a school board, The City should explore the acquisition of the school site, consider adaptive reuse or redevelopment of buildings, and consider the retention of playfields as park space .

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3.2.3 Safe and Convenient Mobility

The West Elbow Communities have a range of mobility options available including two LRT stations, four MAX BRT stations, a network of cycling and pedestrian routes including pathways along the Elbow River, as well as large vehicle infrastructure such as Crowchild Trail SW. The West Elbow Communities have some of the highest combined walk, bike, and transit mode shares in Calgary, particularly in the communities of Cliff Bungalow, Bankview, Mission, Lower Mount Royal, Roxboro, Scarboro, Sunalta, and Mount Royal. However, some communities, such as Elbow Park, Altadore, and North Glenmore Park have lower combined walking, cycling, and transit usage rates than Calgary as a whole. Increasing opportunities for walking, cycling, and transit in the West Elbow Communities can have positive impacts on people’s health and safety, while reducing greenhouse gas emissions and pressure on mobility infrastructure.

Objectives

The following objectives are intended to guide decisions for increasing safe and convenient mobility:

- Prioritize walking and cycling infrastructure and provide enhanced connections between transit station areas, Main Streets, community corridors, schools, parks, and natural areas.
- Improve the quality and safety of the pedestrian and cycling network to support active modes of transportation.
- Enhance transit priority measures throughout the Plan area to meet Primary Transit Network criteria of a faster and more reliable network.
- Create opportunities for diverse housing options that help enhance mobility networks.

Implementation Options

To support safe and convenient mobility choices in the Plan area, the following should be considered:

Improved Cycling and Pedestrian Connections

The Always Available for All Ages and Abilities (5A) **Mobility Network** identified in The City's **municipal development plan** intends to improve safety and create improved pathway and bikeway connections across the city. As the West Elbow Communities continue to grow and change, there is opportunity to better connect the network while at the same time improving safety, accessibility, and inclusivity.

- a. To improve overall **pedestrian** and cycling connectivity, comfort, and safety, the following improvements should be considered:
 - i. improve walking and cycling connections linking **transit station areas** and **Main Streets** as well as recreation facilities and parks and open spaces such as Glenmore Athletic Park, Lindsay Park, and the Elbow River pathway system;
 - ii. provide traffic calming measures that focus on slowing vehicle speeds through playground zones, along residential streets, and along collector streets to minimize conflicts between different modes of mobility;
 - iii. provide clear, defined active mode routes and wayfinding to schools and post-secondary institutions, including Mount Royal University;
 - iv. improve accessibility of the sidewalk network through measures such as construction of curb cuts;
 - v. provide seating throughout the pathway network to provide places to rest, specifically in areas with steep slopes;
 - vi. complete missing **pedestrian** links by constructing sidewalks where they currently do not exist;
 - vii. complete and connect missing links in the pathway network;
 - viii. complete missing cycling links by constructing separated cycling **infrastructure**, multi-use pathways, or equivalent facilities;
 - ix. improve intersections with high potential for **pedestrian**-vehicle conflict through improved sightlines, crossing locations, signal timing and phasing, tighter turning radii, protected intersections, removing slip lanes, and other improvements; and,
 - x. provide shade and cooling **infrastructure** along **pedestrian** and cycling corridors.

Transit Network and Transit Station Areas

The West Elbow Communities are served by the Red and Blue **LRT** lines, the Yellow and Teal **BRT** lines, and a series of local bus routes. There are two **LRT** stations and four **BRT** stations in the Plan area, which provide access to downtown, post-secondary institutions, healthcare, and other parts of the city. Several roads within the West Elbow Communities are also part of the **Primary Transit Network**.

High levels of **pedestrian** traffic should be planned for locations within and around **transit station areas** and the **Primary Transit Network**. Designs should consider increasing levels of **pedestrians**, accessibility, as well as **pedestrian** safety and comfort.

- b. To support and foster a vibrant transit system, the following should be considered:
 - i. upgrade the 26 Avenue SW and 17 Avenue SW **BRT** Stations to the MAX **BRT** standard;
 - ii. incorporate **transit priority measures** to improve travel time and reliability, which may include signal priority, queue jumps, transit-only lanes or links, or stop configurations that limit transit delays;
 - iii. provide cycling **infrastructure** that provides access to **transit station areas** such as off-street pathways or on-street bikeways, as well as secure bicycle parking and tool stations in well-lit and weather protected areas;
 - iv. improve lighting and clear sightlines around **transit station areas**;
 - v. provide direct, safe, and convenient connections from **transit station areas** to destinations such as **Main Streets**, parks, and schools;
 - vi. incorporate accessibility improvements and wayfinding elements to assist residents, visitors, and workers in locating key amenities and facilities in the area;
 - vii. provide areas for sitting and gathering within **transit station areas**;
 - viii. incorporate adjacent open space into transit station design to complement transit waiting areas;
 - ix. provide drinking fountains and public washrooms within **transit station areas**; and,
 - x. provide areas that protect people from weather, such as shade structures and spaces that are heated.

Erlton/Stampede Station Area Improvements

The Erlton/Stampede LRT Station is an important stop on the Red Line LRT that is in close proximity to the communities of Erlton, Mission, and Cliff Bungalow. It provides access to destinations such as the MNP Community & Sport Centre, the Calgary Stampede Grounds, the Elbow River regional pathway, and Reader Rock Garden.

Into the future, improvements to the station area should strengthen connections to surrounding destinations, better accommodate cycling and **pedestrian** connections, improve accessibility, and improve the interface between the LRT station, Macleod Trail S, and 25 Avenue SE.

- c. To support improvements to the Erlton/Stampede Station Area, the following should be considered:
 - i. provide improvements to the LRT station and surrounding **public space** that include elements such as an upgraded transit platform, lighting, and landscaping;
 - ii. improved **pedestrian** connections to the station from adjoining streets, destinations, and the Elbow River regional pathway, considering accessibility, comfort, and safety;
 - iii. improved **pedestrian** and cycling crossing of Macleod Trail S;
 - iv. improved cycling **infrastructure** to the station and secure bicycle parking at the station; and,
 - v. explore alternate alignments and configurations of the interface between the LRT station, Macleod Trail S, and 25 Avenue SE.

East-West Mobility

The ability to move east-west across the Plan area via transit or cycling is limited. Transit routes are generally oriented towards moving people downtown, while many east-west cycling routes are fragmented and challenging to navigate. As growth and change continue to occur in the West Elbow Communities, improvements to support improved east-west mobility options should be provided to better connect the West Elbow Communities and destinations beyond the Plan area.

- d. To support improvements to east-west mobility, the following should be considered:
 - i. explore transit routing that provides enhanced east-west connection across the Plan area. Investigate the feasibility of providing connections to key destinations and transit hubs within the West Elbow Communities such as the MAX Yellow BRT, Red Line LRT, and the 33 Avenue SW and 4 Street SW **Main Street** areas, as well as locations outside of the Plan area such as Mount Royal University and Stampede Park;
 - ii. improve crossings of high traffic streets for **pedestrians** and cyclists, such as Crowchild Trail SW, 14 Street SW, 8 Street SW, and 5 Street SW;
 - iii. develop east-west dedicated cycling routes that provide connection to other **5A Mobility Network** routes, the regional pathway network, and transit **infrastructure**. Emphasize routes that minimize the amounts of hills to be climbed; and,
 - iv. explore a holistic mobility study within and surrounding the communities of Bankview, Lower Mount Royal, Upper Mount Royal, Mission, and Cliff Bungalow. The study should review improvements related to the modal priority throughout the area, intersection improvements, opportunities for traffic calming, and providing a well-connected **5A Mobility Network** throughout the area.



3.2.4 Daily Needs and Amenities

The West Elbow Communities are some of the most walkable communities in Calgary. Residents value the proximity of shops and services on **Main Streets** such as 4 Street SW, 17 Avenue SW, and 33 Avenue SW as well as services and amenities along 14 Street SW, 10 Avenue SW, and Macleod Trail S. Other local commercial amenities are located on **community corridors** such as 26 Avenue SW, 54 Avenue SW, 16 Street SW, and 20 Street SW. Improving **pedestrian** and cycling access to these daily amenities, while providing neighbourhood gathering spaces, can help support these important parts of the West Elbow Communities.

Objectives

The following objectives are intended to guide decisions for supporting growth and promoting daily needs and amenities in the Plan area:

- Improve **public space** around community commercial amenities, particularly around **Main Streets** and **community corridors**.
- Investigate opportunities for seating areas, pocket parks, and plazas on **public space** adjacent to community commercial areas.
- Improve landscaping and tree planting around **Main Streets** and **community corridors**.
- Improve safety of **public spaces** through improved lighting, **public space** design, and artistic and cultural site enhancements.

Implementation Options

The following actions can help support the objective of improving access to daily needs and amenities in the Plan area:

Main Streets

There are six **Main Streets** in the West Elbow Communities. These streets are the areas of high activity in the West Elbow Communities, serving as the main **retail**, dining, and entertainment areas for local residents, as well as destinations for Calgarians in general. Providing enhanced **public spaces** on these **Main Streets** will ensure they remain as some of the top destinations within the city, while continuing to serve the needs of local residents.

- a. To enhance **Main Streets**, the following should be considered:
 - i. prioritize comfortable, accessible, and safe **public spaces** and include consistent streetscape elements to better visually unify the area;

- ii. explore the design of **public space** that facilitates activation for events, festivals, and other gathering opportunities;
 - iii. explore improving **pedestrian** and cycling conditions at crossings of major roads and bridges;
 - iv. explore improving **pedestrian** areas along the public realm and around transit **infrastructure**;
 - v. review on-street parking on the area's **Main Streets** with a focus on those areas with an identified Neighbourhood Commercial designation;
 - vi. explore providing additional **public space**, seating, lighting, and landscaping on or in proximity to **Main Streets** through the use of curb bump outs, road reconfigurations, sidewalk widenings, or other innovative approaches;
 - vii. explore including cycling **infrastructure**, either along **Main Streets** or roads that run parallel;
 - viii. review **Main Streets** design to mitigate conflicts between different modes of mobility, particularly at approaches to significant intersections;
 - ix. explore greening explore greening of **Main Streets** and adjacent streets through tree planting, the provision of green boulevards, and green **infrastructure**. Create conditions that support the growth of healthy mature public trees; and,
 - x. explore providing traffic calming measures that reduce traffic and shortcutting through residential streets, particularly near **Main Streets**, **transit station areas**, and other locations with high traffic volumes.
- iii. consider ways to program the space under the Blue Line LRT tracks;
 - iv. investigate improving the at-grade crossing of the CPKC railroad tracks;
 - v. consider how the street could connect to a future cycling, and transit bridge that provides connection between West Village and communities north of the Bow River;
 - vi. provide a multi-modal design for the intersection of 10 Avenue SW and 14 Street SW that balances the needs of all modes; and,
 - vii. provide new signalized **pedestrian** crossings across 10 Avenue SW.

17 Avenue SW Main Street

One of the primary commercial corridors for the West Elbow Communities and Calgary, the 17 Avenue SW **Main Street** is a distinct shopping and **retail** district that also provides east-west vehicular and transit connections across the Plan area. There are opportunities to improve the corridor in specific locations and add to the vitality of the area.

- c. To enhance the 17 Avenue SW **Main Street**, the following should be considered:
 - i. develop and implement a **Main Street** master plan for the portion of 17 Avenue SW between Crowchild Trail SW and 14 Street SW with a focus on supporting increased **pedestrian** and commercial activity;
 - ii. investigate signaling select intersections of 17 Avenue SW between 14 Street SW and Crowchild Trail SW;
 - iii. support new plazas and gathering spaces along the **Main Street**;
 - iv. support patio uses along 17 Avenue SW; and,
 - v. upgrade Rouleauville Square to provide increased public benefit, programmability, and safety while highlighting the St. Mary's Cathedral. Review if the park should become a public plaza. Support direct **pedestrian** access to the park from adjacent development.

10 Avenue SW Main Street

The 10 Avenue SW **Main Street** is located in the community of Sunalta. It contains a mix of commercial, residential, and light industrial uses, as well as the Sunalta LRT Station and vehicular access to Crowchild Trail SW and Bow Trail SW. Into the future, the area is envisioned to see more development and support more commercial uses along the corridor.

- b. To enhance the 10 Avenue SW **Main Street**, the following should be considered:
 - i. develop and implement a 10 Avenue SW **Main Street** master plan;
 - ii. improve **public space** along streets that connect to 10 Avenue SW, such as 16 Street SW;

33 Avenue SW Main Street

The heart of Marda Loop is defined by the 33 Avenue SW **Main Street**. It features local businesses, residential development, and connections to both Crowchild Trail SW and the MAX Yellow **BRT**.

- d. To enhance the 33 Avenue SW **Main Street**, the following should be considered:
 - i. review and improve the functionality of the 33 Avenue SW and Crowchild Trail SW interchange. Include improved **pedestrian** and cycling facilities that provide safe and accessible connections to the Marda Loop **BRT** Station, Richmond Green, and the former Viscount Bennett High School site;
 - ii. implement phase 2 of the 33 Avenue SW Master Plan between 18 Street SW and 14 Street SW;
 - iii. investigate permanent closures to side streets to provide more **public space**; and,
 - iv. investigate traffic calming measures on residential streets close to the **Main Street** area.

Macleod Trail S Main Street

Macleod Trail S is the eastern extent of the West Elbow Communities. It is an important vehicular thoroughfare that provides connection between the Greater Downtown and communities in the southern portion of the city. It is envisioned to continue to be an important transportation corridor into the future, but should provide improved **pedestrian** conditions, such as improved ability to cross the road at key locations.

- e. To enhance the Macleod Trail S **Main Street**, the following should be considered:
 - i. complete a functional study and improvements of the Macleod Trail S and 25 Avenue SE intersection, with emphasis on improved **pedestrian** and cycling connections across Macleod Trail S and the interface with Erlton/Stampede LRT Station; and,
 - ii. investigate providing improved **public space** and tree planting along Macleod Trail S.

4 Street SW Main Street

In the West Elbow Communities, the 4 Street SW **Main Street** runs from 17 Avenue SW to Elbow Drive SW. It is a corridor with active commercial uses that is envisioned to continue to be an active commercial area into the future. Moving south across the Elbow River, 4 Street SW also provides connection to Macleod Trail S via Mission Road SW.

- f. To enhance the 4 Street SW **Main Street**, the following should be considered:
 - i. develop and implement a 4 Street SW **Main Street** master plan; and,
 - ii. investigate closing portions of avenues adjacent to 4 Street SW to provide **public spaces** such as parklets or plazas.

14 Street SW Main Street

The extent of the 14 Street SW **Main Street** area in the West Elbow Communities spans from the northern extent of the Plan area at 10 Avenue SW to the 33 Avenue SW **Main Street** area. Along 14 Street SW there are many different **built form** conditions that range from primarily residential to solely commercial in nature. This **Main Street** is envisioned to continue as an important corridor for vehicles and transit, while also welcoming more development in residential and mixed-use forms.

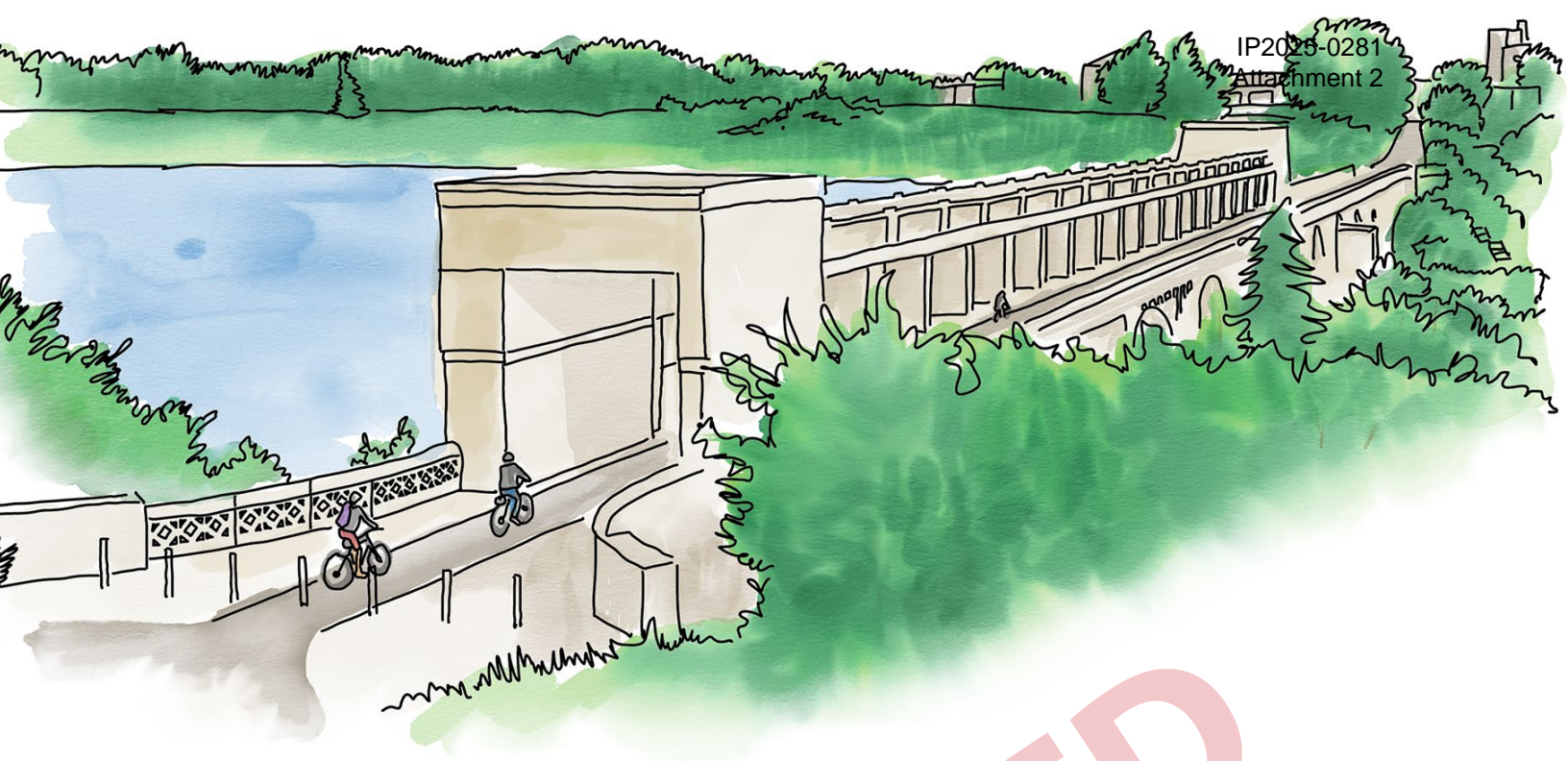
- g. To enhance the 14 Street SW **Main Street**, the following should be considered:
 - i. develop and implement a 14 Street SW **Main Street** master plan from 10 Avenue SW to 17 Avenue SW;
 - ii. develop and implement a **Main Street** master plan for 14 Street SW from 17 Avenue SW to 34 Avenue SW;
 - iii. explore providing new signalized crossings of 14 Street SW;
 - iv. upgrade the underpass at 14 Street SW and 9 Avenue SW, focusing on improved **pedestrian** spaces and cycling **infrastructure**;
 - v. recommend appropriate street classification and cross-section(s). Explore the feasibility of a road diet and review on-street parking controls with the intent of providing on-street parking adjacent to commercial uses;
 - vi. provide multi-modal designs at intersections with cycling and transit **infrastructure**; and,
 - vii. should public realm setbacks along the street remain, they should be prioritized as landscape buffers between the street and adjacent development, particularly where residential development is proposed.

Community Corridors

There are nine **community corridors** in the West Elbow Communities: 4 Street SW (south of the Elbow River), Elbow Drive SW, Council Way SW (west of 14 Street SW)/Premier Way SW/30 Avenue SW, 26 Avenue SW (west of 14 Street SW), 14 Street SW (south of 34 Avenue SW), 16 Street SW (south of 34 Avenue SW), 20 Street SW (south of 26 Avenue SW), 50 Avenue SW, and 54 Avenue SW. These roads act as secondary corridors to the area's **Main Streets**, serving as important transit, cycling, walking, and driving corridors.

- h.** To improve **pedestrian** and cycling connectivity and safety, design for these **community corridors** should:
 - i.** improve **pedestrian** and cycling conditions at crossing of major roads and bridges;
 - ii.** improve **pedestrian** areas along **community corridors** and around transit **infrastructure**;
 - iii.** green streets through tree planting, the provision of green boulevards, and green **infrastructure**. Create conditions that support the growth of healthy, mature public trees; and,
 - iv.** provide additional **public space**, seating, lighting, and landscaping through the use of curb bump outs, road reconfigurations, sidewalk widenings, or other innovative approaches.

PROPOSED



3.2.5 Climate Resiliency

The West Elbow Communities will continue to experience the impacts of climate change related hazards, which are increasing in intensity and frequency. This includes heavy rainfall, extreme heat, and severe storms. It is important that the West Elbow Communities are in a position to mitigate any future impacts of climate change.

The City of Calgary is committed to achieving **net zero** greenhouse gas emissions by 2050. Efforts should be made to improve energy efficiency, introduce more renewable energy, and encourage active modes of transportation. Included below are implementation options that can contribute to reducing greenhouse gas emissions while also improving adaptability to climate change.

Objectives

The following objectives are intended to guide decisions for supporting growth and promoting climate adaptation and resiliency in the Plan area:

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

Implementation Options

The following identify actions to achieve the growth objective of promoting climate resiliency in the Plan area:

- a. To support climate resilience in the West Elbow Communities, the following should be considered:
 - i. prioritize **pedestrians**, cycling, and transit as modes of transportation to reduce greenhouse gas emissions;
 - ii. encourage the development of **net zero** emission buildings for public facilities;
 - iii. promote the adaptive re-use of existing buildings and **infrastructure**;
 - iv. expand the use of renewable energy generation, **low impact development**, green **infrastructure**, and integrated water management in the Plan area;

- v. protect, maintain, and enhance riparian areas along the Elbow River and in natural areas to facilitate wildlife movement, biodiversity, and ecological health while improving resilience to erosion, flooding, and water quality impacts;
- vi. continue to protect and enhance the Elbow River valley as a primary corridor within the **ecological network** and support the enhancement of secondary corridors connecting to it;
- vii. support naturalization of green spaces and the planting of native species that are appropriate to support local conditions and contribute to habitat; and,
- viii. protect against severe winds by using wind screens and strategically planted vegetation.
- vii. encourage drought-resistant vegetation, appropriate soil, and sufficient soil volume for trees on public and private property; and,
- viii. use of soil cells for stormwater retention and enhanced landscaping that collects and retains or infiltrates rainwater.

Stormwater Retention and Mitigation

In established neighbourhoods such as those in the West Elbow Communities, redevelopment can cover more land with buildings and hard surfaces, reducing the areas which can absorb, retain, and filter water. This can result in an increase in both the volume and contamination of storm water runoff, placing a greater burden on stormwater management **infrastructure**. However, with redevelopment, there are opportunities to integrate stormwater management into both private property and public property.

Urban Forest and Tree Canopy

The urban forest provides important **ecosystem** functions including improved air quality, stormwater management, wildlife, and native plant habitats, and creating stress-reducing environments for residents. To achieve and maintain a healthy urban forest, it is important that The City, developers, and residents contribute to consistent and continuing urban forest management. The West Elbow Communities currently have 20.3% tree canopy coverage, which is above the city average. The goal for this area is to increase the canopy to 21% by 2030, 22% by 2040, and 23% by 2050.

- b. To support and expand the urban forest in the West Elbow Communities, the following should be considered:
 - i. protect trees on public and private lands wherever possible from activities that may impact roots and unnecessary canopy pruning. Trees that cannot be retained during redevelopment should be replaced to avoid net loss in the tree canopy;
 - ii. provide additional tree plantings in public boulevards ensuring sustainable planting **infrastructure**, sufficient soil volume, adequate moisture, and appropriate locations;
 - iii. support tree planting programs for private lands;
 - iv. protect, maintain, and enhance public trees in boulevards and on residential streets;
 - v. invest in ongoing maintenance and succession planting of public trees;
 - vi. encourage planting of diverse plant species on public and private land, especially species friendly to pollinators;
- c. To mitigate the impacts of stormwater runoff, the following practices should be considered:
 - i. strengthen protection and enhancement measures for riparian areas through rehabilitation and conservation designations; and,
 - ii. include provisions for permeable surface cover and green **infrastructure** for existing and new commercial lands (as well as parking lots and undeveloped areas).
- d. Stormwater mitigation improvements should consider the following:
 - i. coordinate stormwater improvements with **pedestrian** safety improvements, through landscaped curb extensions, midblock crossings, and other similar improvements;
 - ii. on public property include improvements such as rain gardens, bioretention areas, underground storage, green roofs, increased landscaped areas, and other permeable surfaces on existing impervious surfaces;
 - iii. explore using pervious, permeable, and semi-permeable materials, such as open joint bricks, grass-concrete pavers, stone aggregate, and porous bricks where applicable, such as pathways, plazas, lightly trafficked roads, and parking spaces;
 - iv. improve route drainage, especially from impervious areas, to support trees and other vegetation using soil cells and bioretention;
 - v. invest in passive green **infrastructure** systems that utilize trees and other woody plant material for stormwater management, heating and cooling, and phytoremediation; and,

- vi. coordinate stormwater and other utility upgrades, where feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.

Flood Resilience

River-adjacent communities within the West Elbow Communities will always need to prepare, respond and adapt to floods. While permanent **infrastructure** such as upstream reservoirs and flood barriers significantly reduce overland flood risk for river-adjacent communities, residual flood risks continue to guide how we plan and develop in areas adjacent to water bodies. This is especially true with climate change expected to bring a greater risk of more severe and frequent flooding.

- e. As redevelopment occurs in established neighbourhoods, such as the West Elbow Communities, additional opportunities beyond what is required in the **land use bylaw** to improve the resilience of properties at risk of flooding should be explored including:
 - i. improving lot grading so that it slopes away from the house foundation; and,
 - ii. using landscaping techniques that allow more rain to soak into the ground.
- f. Street grades in North Erlton are intentionally designed to convey floodwater during extreme floods, and this function should be maintained in future redevelopment.

PROPOSED



3.2.6 Historic Places and Spaces

The West Elbow Communities include some of the city’s oldest communities as well as historic Indigenous gathering places and sites of significance. As we think of the future of the area, it is important to also recognize and honour important pieces of history that made the West Elbow Communities what they are today. This includes different ways that the area has been enjoyed and utilized over time from all cultural perspectives.

Objectives

The following objectives are intended to guide decisions for supporting historic conservation, storytelling, and commemoration in the Plan area:

- Identify and highlight cultural landscapes within parks and other **public spaces**.
- Recognize and protect historic homes and buildings.
- Promote cultural diversity and inclusion in **public spaces**.

Historic and Cultural Placemaking

Providing unique placemaking opportunities allows for historic storytelling, creates gathering spaces to celebrate culture, and allows Calgarians to foster and strengthen social relationships in their community.

- a. To create and support placemaking opportunities in the West Elbow Communities, the following should be considered:
 - i. investigate opportunities for Indigenous placemaking and naming of existing features within the Plan area, including, but not limited to streets, parks, open spaces, and public facilities, that recognize and celebrate sustained Indigenous presences on these lands through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government;

- ii. as **public spaces** are upgraded and/or constructed, work to incorporate historic and culturally significant components into their designs; and,
- iii. incorporate gathering spaces and spaces for arts and cultural performances and festivals in new or renovated **public spaces** and civic buildings.

Heritage Buildings and Sites

There is a range of **heritage resources** and **heritage assets** throughout the West Elbow Communities, including clusters of commercial heritage properties located along the Neighbourhood **Main Streets** of 17 Avenue SW and 4 Street SW. These **heritage assets** create a unique mix of heritage and modern buildings on these commercial streets and provide economic, social, and cultural value to the area and Calgary. There are also numerous residential properties throughout the Plan area with heritage value, some of which are identified on the **Inventory of Evaluated Historic Resources**, while others have Municipal Heritage Designation.

- b. To support the conservation of heritage buildings and sites, the following should be considered:
 - i. incentivize the retention of buildings with historic significance;
 - ii. develop a system to enable heritage density transfers;
 - iii. enable increased uses and development rights on sites with historically significant buildings, with the intent of maintaining heritage buildings;
 - iv. encourage buildings to seek Municipal Historic Designation and registration on the **Inventory of Evaluated Historic Resources**;
 - v. develop an incentive program specific to the retention of clusters of historic buildings along the 4 Street SW and 17 Avenue SW Neighbourhood **Main Streets**, or other identified locations;
 - vi. investigate opportunities to recognize and celebrate historic boulevards, streetcar routes and train routes, such as Marda Loop and the Beltline, that shaped historical development in the Plan area; and,
 - vii. encourage Municipal Historic Designations and adaptive reuse of City-owned or public heritage properties, including school buildings.

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 West Elbow Communities. The Plan has considered and is in alignment with the South Saskatchewan Regional Plan. The Plan must be read in conjunction with The City's **municipal development plan** and other City of Calgary policy and guiding documents, unless otherwise indicated.

PROPOSED

4.2 Local Area Plan Interpretation

Map Interpretation

- a. Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines, roads or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the approving authority at the time of application, unless specified in section (e) below.
- b. No measurements of distance or areas should be taken from the maps in this Plan.
- c. All proposed urban form areas, additional policy guidance, building scale, road and utility alignments and classification may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.
- d. Any change to the text or maps within this Plan requires an amendment to the Plan.
- e. Where the Neighbourhood Connector urban form category, as indicated on Map 3: Urban Form, is applied only to the end portion of a block, the Neighbourhood Connector urban form category should be interpreted to extend for a distance of 41 metres from the end of the block, unless a lane, road or any natural features delineate the boundary of the Neighbourhood Connector urban form category.

Policy Interpretation

- f. The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use and watershed management to achieve Alberta's economic, environmental, and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.

- g. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.
- h. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with The City's **municipal development plan** policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.
- i. Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.
- j. All illustrations and photos are intended to illustrate concepts included in the Plan and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines.
- k. Building scale modifiers shown on Map 4: Building Scale are intended to inform future land use redesignation applications. In cases where this policy and a land use designation conflict, the land use on the parcel prevails.

Figure Interpretation

- l. Unless otherwise specified within this Plan, the boundaries or location of any symbols or areas shown on a figure are approximate only, not absolute and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.
- m. Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

Appendix Interpretation

- n. The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

Plan Limitations

- o. Policies and guidelines in this Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an outline plan, land use amendment, subdivision, or development permit application.

Existing Caveats/Restrictive Covenants

- p. Some parcels in the Plan area may have registrations on the certificate of title, called restrictive covenants, which may restrict development. These restrictions may include, but are not limited to, restricting development to one or two-unit dwellings. Where the restrictive covenant is not in alignment with the goals and objectives of this Plan, The City of Calgary supports the direction of this Plan.

PROPOSED

4.3 Local Area Plan Implementation Monitoring, Review, and Amendments

- a. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core values of the Plan found in Chapter 1, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a Public Hearing of Council shall be required.
- b. The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act.
- c. Where an amendment to the Plan is requested through a planning application, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with The City's **municipal development plan** and other relevant policy documents.

PROPOSED

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, and affordable year-round options for the transportation and recreation mobility network.

Active Uses – commercial uses, such as **retail** and restaurants, on the main or ground floor of buildings adjacent to the sidewalk or street that generate frequent activity in and out of a building or business entrance.

Built-out Areas – all communities that have gone through at least their first stage of development and are no longer actively developing as defined by The City's Suburban Residential Growth report.

Built Form – the engineered surroundings that provide the setting for human activity and includes buildings, streets, and structures (including **infrastructure**).

Bus Rapid Transit (BRT) – a type of limited stop bus service that relies on technology to speed up the service. It can operate on exclusive transit ways, high occupancy vehicle lanes and any type of road or street. A **BRT** line combines intelligent transportation systems technology, priority for transit, rapid and convenient fare collection and integration with land use policy, in order to upgrade bus system performance substantially.

Community Climate Resilience Assets – a feature that is intended to reduce the negative impacts of climate change on **infrastructure**, natural assets, and people. Examples can include but are not limited to shade structures (e.g., pergolas, sun sails, covered outdoor spaces), water fountains, and green stormwater **infrastructure** (e.g., bioswales, rain gardens).

Community Corridors – are **pedestrian**-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including **Main Streets** and **transit station areas**.

Compound Roof – includes hip and valley, cross-hipped, dormer, intersecting or combination roofs and pitches.

Contemporary asymmetrical roof pitches – includes sloped roofs such as butterfly, shed, sawtooth, lean-to, saltbox, flat and skillion.

Core Zone – the area typically within 200 to 300 metres of transit station that is the focus of a **transit station area** is identified in the Plan.

Ecological network – a network of ecological components (natural habitats, corridors and buffer zones) which provides the physical conditions necessary for **ecosystems** and species populations to survive in a human-dominated landscape.

Ecosystem services – the benefits people obtain from **ecosystems**, including provisioning services such as food and water; regulating services such as regulation of floods, drought, land degradation and disease; supporting services such as soil formation and nutrient cycling, and cultural services such as recreational, spiritual, religious, and other nonmaterial benefits.

Flood Fringe – lands abutting the **floodway**, the boundaries of which are indicated on Map D: Constraints that would be inundated by floodwaters of a magnitude likely to occur once in one hundred years.

Flood Inundation Area – parcels that are located within the 1:100 flood risk area, as identified by The City and Government of Alberta. Development should be flood resilient to the 1:100 flood elevation.

Floodway – the river channel and adjoining lands indicated on Map D: Constraints that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years.

Gateway Site – sites strategically located a key entrance to a community, such as major intersections and transit stations.

Heritage Asset – privately-owned structure, typically constructed before 1945, that significantly retains the original form, scale, massing, window/door pattern and architectural details or materials. Individual **heritage assets** may not warrant inclusion on the **inventory**.

Heritage Resource – includes historic buildings, bridges, engineering works, and other structures; cultural landscapes such as historic parks, gardens or streetscapes, culturally significant areas, Indigenous traditional use areas, and sites with archaeological or paleontological resources. These can be managed by municipal, provincial, or federal authorities.

Infrastructure – the technical structures that support a society, including roads, transit, water supply, sewers, power grid, telecommunications, etc.

Inventory of Evaluated Historic Resource (Inventory) – a growing (non-exhaustive) list of sites that have been assessed by Heritage Calgary according to the Council-approved Historic Resource Evaluation System.

Land Use Bylaw – the bylaw approved by Council as a **land use bylaw** that regulates development and land use in Calgary and informs decisions regarding planning applications.

Low Impact Development – an approach to land development that works with nature to manage stormwater runoff. It includes a variety of landscaping and design practices that slow water down and improve the quality of stormwater entering The City's waterways.

Light Rail Transit (LRT) – electrically powered rail cars, operating in sets of three to five cars per train on protected rights-of-way, adjacent to or in the medians of roadways or rail rights-of-way. Generally at grade, with some sections operating in mixed traffic and/or tunnels or on elevated bridge structures.

Main Street – an urban typology as described in The City's **municipal development plan**.

Mixed-market Housing – **mixed-market housing** means rental or for-sale housing that has a mix of **non-market housing** and Market Housing.

Municipal Historic Resource – sites that are legally protected in compliance with the Alberta Historical Resource Act, which includes a designation Bylaw passed by City Council.

Municipal Development Plan – The City of Calgary's vision for how the city grows and develops over the next 30 to 60 years.

Net Zero (or Net Zero Ready) – developments that produce as much clean energy as they consume by way of a highly efficient building envelope, energy efficient appliances, lighting, mechanical systems, and a renewable energy system. **Net zero ready**

development is built to **net zero** standards except that the renewable energy system (e.g., solar panels) has not yet been installed.

Non-market Housing – **non-market housing** means rental or for-sale housing subsidized for income groups not served by the private market. This type of housing includes transitional housing, social housing, and affordable housing.

Pedestrian-scale – the scale (height/proportions) and comfort level that the street level and lower stories of a building provide for **pedestrians** as they walk alongside a building or buildings.

Pedestrians – the term often used for people walking on the street but should be read inclusively for people with mobility challenges.

Primary Transit Network – a permanent network of high-frequency transit services, regardless of mode, that operates every 10 minutes or better, 15 hours a day, seven days a week. This refers to the network connectivity of the transit system, not just the physical **built form**. The **Primary Transit Network** is subject to continuous updates and improvements, which may include additional corridors.

Public Space – the space between and within buildings that are publicly-accessible, including streets, squares, parks, and open spaces. These areas and settings support or facilitate public life and social interaction.

Retail – commercial uses that includes a range of businesses that depend on public traffic, such as shops, personal services, eating and drinking establishments, or other uses that generate frequent activity in and out of a building or business entrance.

Shared Mobility Operating Area – the geographic area that an approved shared mobility service designates where customers are allowed to start or end a trip. Shared mobility services can include, but are not limited to, shared electric scooter, shared bike and electric bikes, or shared car services.

Street Wall – the portion of a building façade at the base of a building facing a street.

Transition Zone – the area that extends from the outer edge of the **Core Zone** up to an additional 300 metres and provides a transition of form and activities between the **Core Zone** and the surrounding community as identified in the Plan.

Transit Centre – an off-street transit terminal location, which may include any combination of **Light Rail Transit**, bus rapid transit, and/or other transit routes and services.

Transit Hub – locations where passengers can transfer between transit routes, including **Light Rail Transit** and **Bus Rapid Transit** stations, **transit centres** and bus stops. The streets in **transit hubs** support safe access for those walking and wheeling in addition to the movement of transit vehicles.

Transit Priority Measures – strategies that improve transit operating speeds and transit travel time reliability in mixed traffic, such as dedicated lanes, traffic signal priority or queue jumps.

Transit Station Area – the area surrounding a transit station along a primary transit line, such as a **Light Rail Transit** or **Bus Rapid Transit** route, that includes enhanced amenities.

Work-Live Units – units designed to be used as a dwelling unit or commercial space concurrently or separately, offering flexibility and a more direct relationship to the **public space** (e.g., sidewalks) than traditional dwelling units. These spaces are designed to be highly flexible and adaptable in design and allow for a variety of professional and commercial uses such as markets, artists' studios, instructional facilities, consulting firms, or artisanal production spaces.

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Appendices

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Appendix A: Investment Opportunities

In addition to the implementation options provided in Chapter 3, the following implementation actions have been identified by participants through a series of public engagement conducted during the drafting of this Plan. As noted in Chapter 3, these actions represent steps community members identified to achieve the supporting growth objectives of the Plan. This Appendix is non-statutory and is intended to be revised over time as local growth occurs, actions are evaluated or completed, and/or new options are identified through subsequent engagement and City department prioritization. As a non-statutory part of the Plan, updates to this Appendix do not require a Public Hearing of Council.

Summary of Investment Opportunities

Supporting Growth Goals	Investment Opportunities	Location(s)
Housing For All	Where new civic services are being proposed on City-owned lands, develop sites as integrated civic facilities that can provide housing, prioritizing the delivery of non-market housing and mixed-market housing .	Varies
	Explore incentives for the inclusion of non-market housing and mixed-market housing in new developments.	Varies
	Explore opportunities for more non-market housing and mixed-market housing for seniors by encouraging aging-in-place options (i.e., fully accessible housing styles).	Varies
	Explore opportunities for partnerships with not-for-profits to develop co-housing projects.	Varies
	Explore opportunities to incentivize three-bedroom units in multi-residential development.	Varies

Supporting Growth Goals	Investment Opportunities	Location(s)
Safe and Convenient Mobility	Upgrade pedestrian and cycling connections to MAX BRT stations from adjacent communities, with a focus on safety and accessibility.	Varies
	Analyze the need for public realm setbacks to determine whether the public realm setback should be maintained, amended, or removed.	Varies
	Explore improvements to 8 Street SW, from 17 Avenue SW to Frontenac Avenue SW, that include improved crossings and opportunities for cycling infrastructure .	Lower Mount Royal, Upper Mount Royal
	Enhance bus pads by adding shelters, benches, or amenities where space permits.	Varies
	Provide new signalized pedestrian crossings across pedestrian crossings across large roads that have limited opportunities to cross, such as 14 Street SW, 26 Avenue SW, 50 Avenue SW, and 17 Avenue SW (west of 14 Street SW).	Varies
	Convert existing cycling lanes and routes into protected cycling lanes.	Varies
	Rehabilitate aging sidewalks throughout the Plan area.	Varies
	Review the feasibility of adding a traffic signal or traffic circle at the intersection of 14 Street SW and 38 Avenue SW.	Altadore, Elbow Park
	Implement residential street improvements including, but not limited to: incorporating curb extensions at intersections, increasing sidewalk widths, reducing the size of carriageways to allow for additional amenities and infrastructure , incorporating mid-block pedestrian crossings, adding features to slow vehicle speeds, closing streets to vehicle traffic, and limiting streets to local traffic only.	Varies
	For all street improvement projects consider the following items, which may be determined through mobility studies: modal priorities and resulting cross sections, opportunities for street trees as feasible, vehicle speeds, cycling infrastructure , traffic calming measures, pedestrian movement and crossings, transit requirements and prioritization, parking requirements, enhanced bus stops, and intersection designs.	Varies
	Implement improvements to 25 Avenue SE/SW, between 5 Street SW and Macleod Trail S that include protected cycling infrastructure , traffic calming, connections to the Elbow River pathway system, enhanced access to the Erlton/Stampede LRT Station, and intersection improvements at Macleod Trail S for all modes.	Cliff Bungalow, Mission, Erlton
	Implement the recommended short term improvements from the 25 Avenue SE LRT Grade Separation Functional Planning Study and evaluate the Transit Oriented Development potential for all three long-term concepts once flood mitigation measures are in place, a new floodway zone has been identified, and new land use and development information is available for the Erlton/Stampede Station area and confirm the ultimate long term recommendation.	Erlton
	Implement improvements to 5 Street SW, between 17 Avenue SW and Elbow Drive SW, that include protected cycling infrastructure , improved pedestrian crossings, and traffic calming measures.	Cliff Bungalow

Supporting Growth Goals	Investment Opportunities	Location(s)
Safe and Convenient Mobility	Implement improvements to 4 Street SW, south of Elbow Drive SW, that include connections to the Elbow River pathway system, protected cycling infrastructure , consideration for transit requirements, and include traffic calming measures.	Rideau Park, Roxboro
	Implement improvements to Erlton Street SW including cycling infrastructure , traffic calming measures, and connections to adjacent pathways.	Erlton
	Implement improvements to Elbow Drive SW that consider connections to the Elbow River pathway system, traffic calming measures, prioritize transit requirements, protect mature trees, and protected cycling infrastructure .	Elbow Park
	Implement improvements to 20 Street SW, between 20 Avenue SW and Langrville Drive SW that include protected cycling infrastructure and traffic calming measures.	Richmond, South Calgary, Garrison Woods, Altadore, North Glenmore Park
	Implement improvements to 26 Avenue SW, between 14 Street SW and Crowchild Trail SW, that include protected cycling infrastructure , traffic calming measures, improved pedestrian crossings, and consideration of transit requirements.	Richmond, Bankview, South Calgary, Upper Mount Royal
	Implement improvements to 42 Avenue SW, between 14A Street SW and 20 Street SW that include protected cycling infrastructure , connections to surrounding pathways, and traffic calming measures.	Altadore
	Implement improvements to Richmond Road SW that include traffic calming measures, improved pedestrian crossings, and protected cycling infrastructure .	Richmond
	Implement improvements to 50 Avenue SW that include protected cycling infrastructure , traffic calming measures, improved pedestrian crossings, signalization of key intersections, explores active modes connections to 50 Avenue SW on the east side of the Elbow River, and consideration for transit requirements.	Altadore, North Glenmore Park
	Implement improvements to 54 Avenue SW, between 19 Street SW and Crowhchild Trail SW that include traffic calming, consider transit requirements, connections to surrounding pathways, and review the need for cycling infrastructure .	North Glenmore Park
	Explore the missing sidewalk link on 10 Street SW between Dorchester Av SW and Frontenac Av SW for completion of the pedestrian network in this area.	Upper Mount Royal
Implement the medium-term and long-term improvements recommended in the Crowchild Trail Study as resources become available.	Varies	

Supporting Growth Goals	Investment Opportunities	Location(s)
<p>Safe and Convenient Mobility</p>	<p>Conduct a multi-modal network study to evaluate the broader mobility needs of the Glenmore Trail S corridor, as well as a functional planning study of Glenmore Trail S (Richard Road SW to 14 Street SW) based on the findings of the network study to confirm ultimate design (and required right-of-way) for all mobility modes.</p> <p>Conduct a network study of Downtown Calgary as well as a functional planning study of West Village to confirm ultimate design of the transportation network for all modes in this area. The studies should align with all adjacent projects, relevant best practices and approved policy; including the Greater Downtown Plan, Blue Line LRT, Main Streets and Crowchild Trail Study, etc.</p>	<p>Varies</p>
<p>Climate Adaptation and Resiliency</p>	<p>Support naturalization of boulevards and road rights-of-way.</p> <p>Explore closing portions of select streets to naturalize streets, provide green infrastructure, and improve pedestrian spaces.</p> <p>Support home retrofits to allow on-site solar power generation.</p> <p>Implement EV charging at City operated parking lots and parkades.</p>	<p>Varies</p> <p>Varies</p> <p>Varies</p> <p>Varies</p>
<p>Daily Needs and Amenities</p>	<p>Implement Phase 2 of the 33 Avenue SW Main Street Master Plan.</p> <p>Complete and implement Main Street Master Plans for 10 Avenue SW and 14 Street SW.</p> <p>Complete and implement a Main Street Master Plan for 17 Avenue SW between Crowchild Trail SW and 14 Street SW.</p> <p>Complete and implement a Main Street Master Plan for 4 Street SW between 17 Avenue SW and Elbow Drive SW.</p> <p>Support outdoor patios and patio conversions outside of businesses.</p> <p>Explore the opportunity of closing side streets adjacent to commercial areas and Main Streets to provide public gathering spaces.</p>	<p>South Calgary, Altadore</p> <p>Sunalta</p> <p>Scarboro, Bankview</p> <p>Cliff Bungalow, Mission</p> <p>Varies</p> <p>Varies</p>

Supporting Growth Goals	Investment Opportunities	Location(s)
Parks, Open Spaces and Natural Areas	Provide year-round activation in parks and open spaces by incorporating winter-city design elements.	Varies
	Support community-led art projects such as murals and art installations at City parks and facilities.	Varies
	Investigate widening regional pathways at locations of high traffic and congestion.	Varies
	Complete missing links in the regional pathway system.	Varies
	Naturalize open spaces and improve network connectivity in the ecological network .	Varies
	Work with experts and organizations in supporting conservation and protection of natural areas, local wildlife, and biodiversity in the Elbow River valley, and other natural areas.	Varies
	Work with Indigenous Elders and Traditional Knowledge Keepers within the Treaty 7 region of Southern Alberta to identify opportunities for enhancing the cultural landscape and Indigenous worldviews within parks, open spaces, and natural areas along the Elbow River valley and across the Plan area	Varies
	Identify potential improvements to off leash areas such as improved accessibility, lighting, fencing, planting, or surfacing.	Varies
Parks, Open Spaces and Natural Areas	Upgrade the Bankview Off-leash Area, including fencing, tree planting, stairs, and other improvements to improve the quality and use-value of the space.	Bankview
	Enhance lighting in parks, public spaces , and along pathways.	Varies
	Provide resting points and seating along pathway segments with steep slopes.	Varies
	Explore the potential of upgrading community association sites and buildings to better suit the needs of the community, including allowing commercial vendors.	Varies
	Increase the amount of public washrooms around parks and public spaces .	Varies

Supporting Growth Goals	Investment Opportunities	Location(s)
Historic Places and Spaces	Provide new public art that celebrates indigenous and non-indigenous history.	Varies
	Include markers, landmarks, and informational signage in public spaces that celebrates site-specific histories.	Varies
	Include plantings in public spaces that are reflective of important and/or celebrated plants to local indigenous groups.	Varies
	Develop heritage incentive tools to protect heritage assets built between 1945 and present day.	Varies
	Develop information and public art that highlights the historic streetcar network.	Varies
	Support the retention, rehabilitation, and adaptive reuse of historic buildings on public land.	Varies
	Rename streets and public places based on their unique histories.	Varies
	Support community-led art projects such as murals and art installations.	Varies

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Appendix B: Mobility

The following maps highlight various aspects of the transportation network. Together, they represent a robust multimodal transportation network that offers a variety of choices throughout the Plan area.

Map C1: Road and Street Network provides an overview of the street classifications throughout the Plan area. The map is not intended to make any recommendations about the specific corridors. Map C2: **Pedestrian** Corridors and Map C3: Cycling Network identify existing **pedestrian** and cycling mobility connections and recommended mobility improvements within and surrounding the West Elbow Communities. The maps are based on, but also inform, the **5A Mobility Network** and show existing and recommended connections identified in The City's **municipal development plan** at the local area plan level.

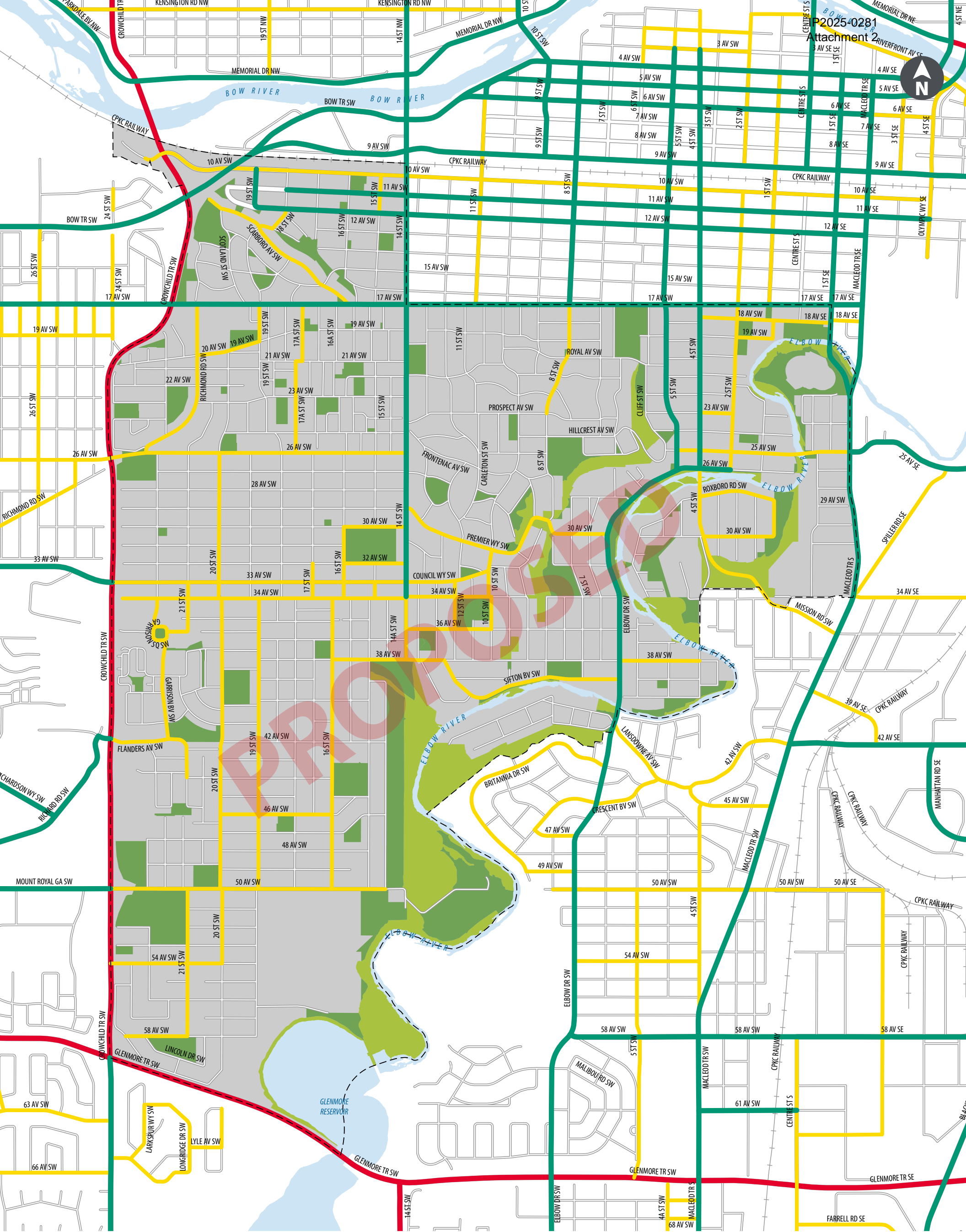
The recommended **pedestrian** corridors depicted on Map C2: **Pedestrian** Corridors inform specific streets where an enhanced **pedestrian** space is desired. An enhanced **pedestrian** corridor may include elements such as wider sidewalks, furniture zones, seating, plantings, and other features that support the envisioned street activity and the Future Growth Concept. The enhanced **pedestrian** network connects key destinations (schools, parks, transit, etc.) and helps identify locations where investment in enhanced intersection crossing treatments is required. All other streets not identified on Map C2 are to provide standard residential sidewalks to create a complete walking network.

The recommended cycling network shown on Map C3: Cycling Network identifies corridors, not specific streets. The map is not intended to make any recommendation about the specific type of cycling connection that would be built, but rather the conceptual locations for those connections. The Future Growth Concept and existing right-of-way space will be used to refine the location of the specific cycling connections and help determine the type of facility/**infrastructure** to be built.

Improvements to the mobility network will prioritize **pedestrians** and cyclists where possible, by providing accessible pathway and bikeway connections between the communities and to local and regional destinations. This includes supporting the Future Growth Concept with appropriate facilities in the public right-of-way. Improvements identified on Maps C2: **Pedestrian** Corridors and C3: Cycling Network will take time and will be phased as budget allows, subject to technical feasibility.

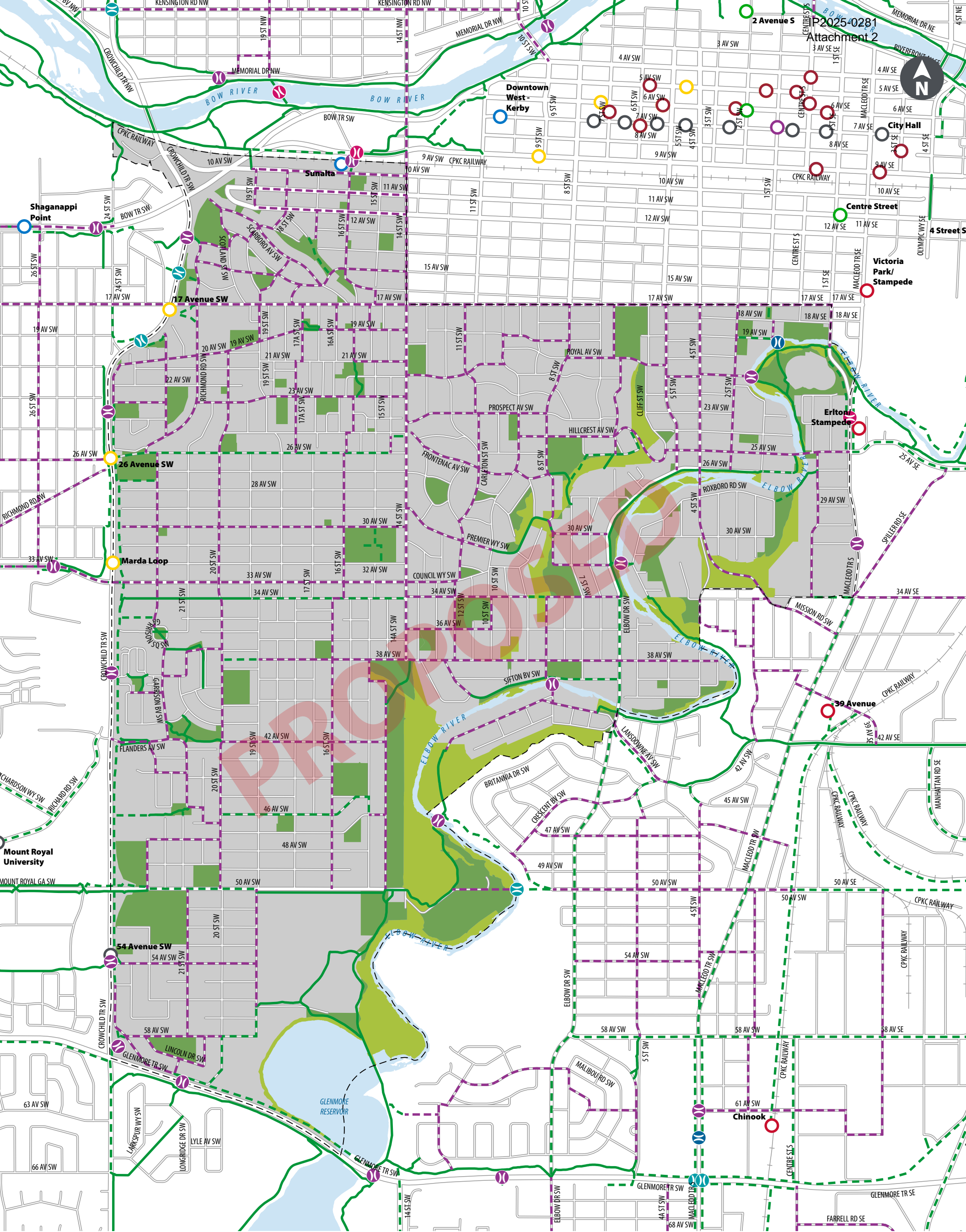
Map C4: Transit Network identifies existing and future major transit routes on the **Primary Transit Network** only.

Map C5: Goods Movement provides an overview based on the Calgary Goods Movement Strategy. The mobility maps in Appendix C are intended to complement and inform the investment priorities identified in Chapter 3: Supporting Growth as well as future mobility improvements and investment.



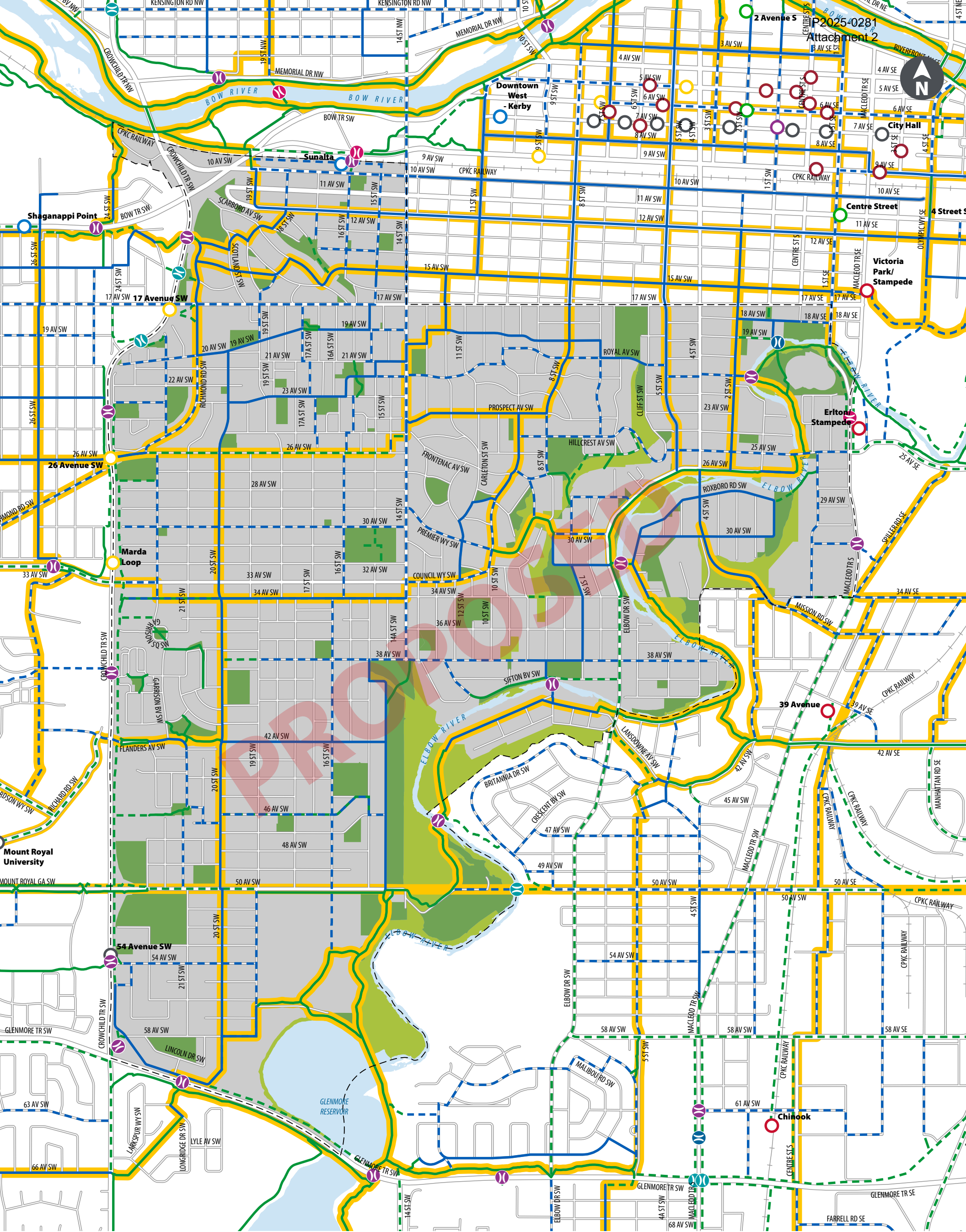
Map B1:
Road and Street
Network

- Legend**
- Skeletal
 - Arterial
 - Collector
 - Local
 - Natural Areas
 - Parks and Open Space
 - Plan Area Boundary



Map B2: Pedestrian Corridors

- Legend**
- Existing Pathway
 - - - Proposed Pathway
 - - - Recommended Enhanced Pedestrian Corridor
 - ⊗ Existing Pedestrian/Cycle Crossing
 - ⊗ Future Pedestrian/Cycle Crossing Upgrade
 - ⊗ Future Pedestrian/Cycle Crossing
 - ⊗ Future Pedestrian/Cycle Crossing Location to be Determined
 - Natural Areas
 - Parks and Open Space
 - Blue Line LRT Station
 - Red Line LRT Station
 - Multi Line LRT Station
 - Future Green Line LRT Station
 - MAX 301 Station
 - MAX Purple Station
 - MAX Yellow Station
 - MAX Multi Station
 - - - Plan Area Boundary

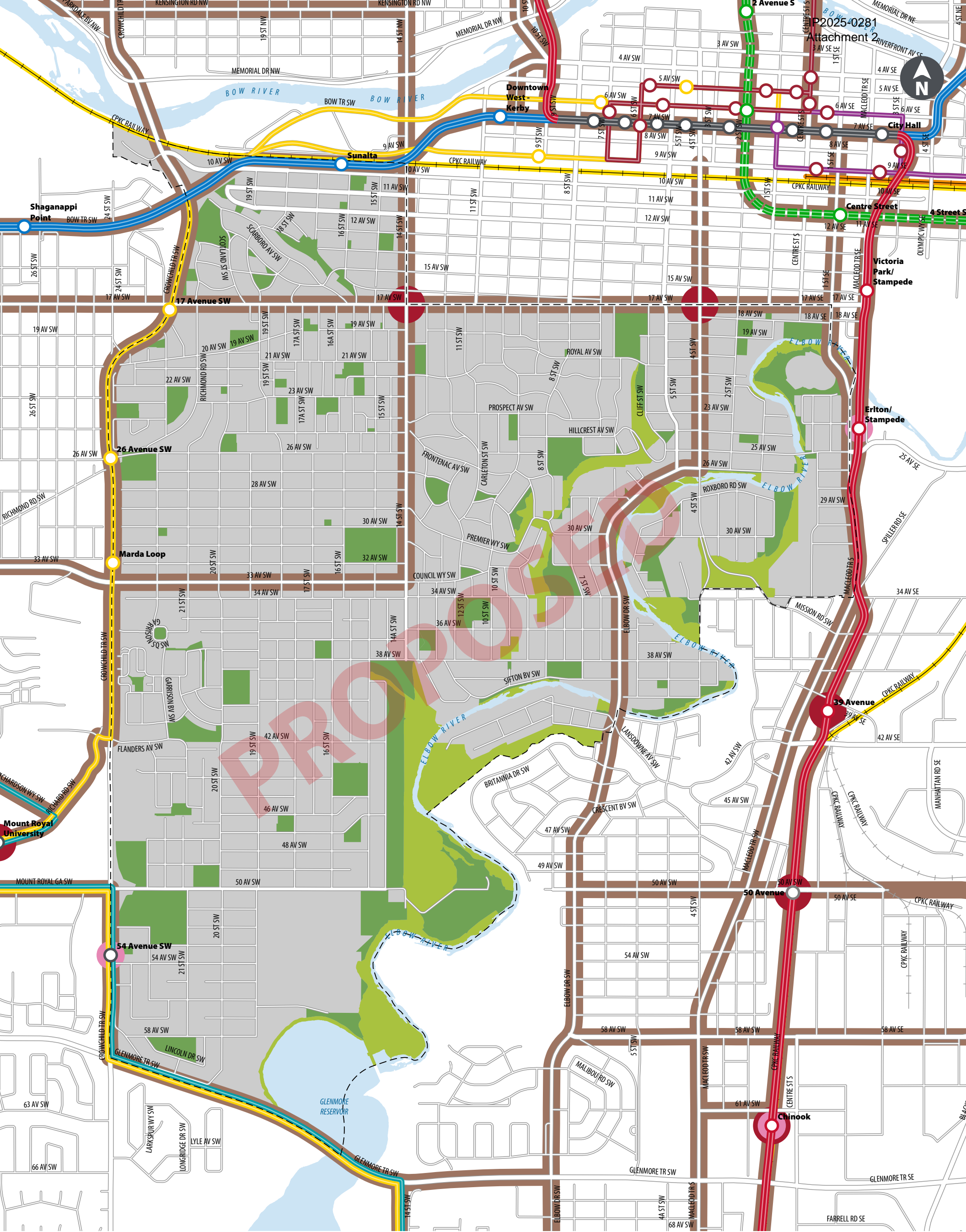


Map B3: Cycling Network

Legend

- Existing Pathway
- - - Proposed Pathway
- Existing On-Street Bikeway - 5A*
- - - Proposed On-Street Bikeway
- ⊗ Existing Pedestrian/Cycle Crossing
- ⊗ Future Pedestrian/Cycle Crossing Upgrade
- ⊗ Future Pedestrian/Cycle Crossing
- ⊗ Future Pedestrian/Cycle Crossing Location to be Determined
- Primary Cycling Network
- Blue Line LRT Station
- Red Line LRT Station
- Multi Line LRT Station
- Future Green Line LRT Station
- MAX 301 Station
- MAX Purple Station
- MAX Yellow Station
- MAX Multi Station
- Natural Areas
- Parks and Open Space
- - - Plan Area Boundary

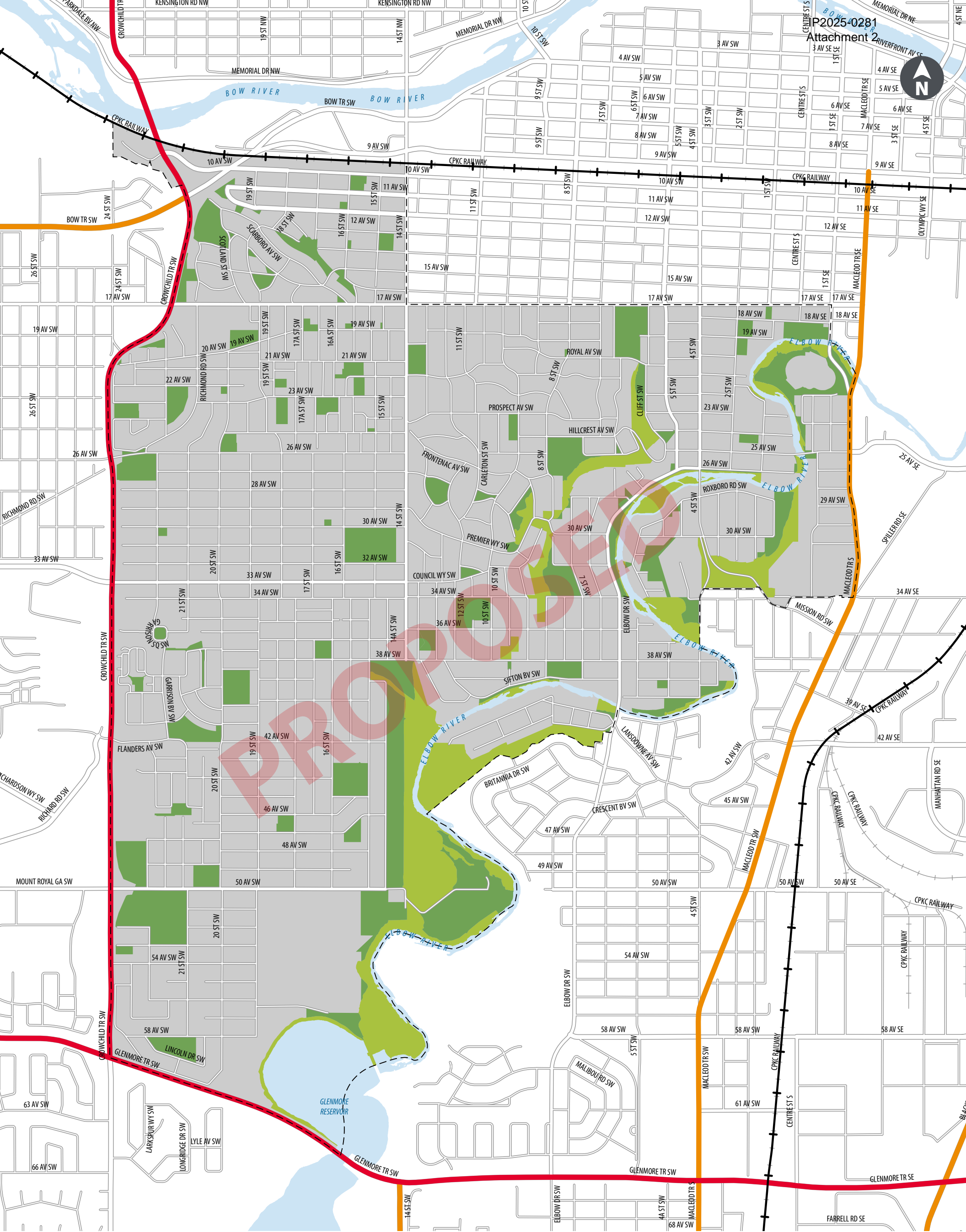
* May require upgrades to meet 5A standards



Map B4: Transit Network

- Legend**
- Primary Transit Network
 - CPKC/ Regional Commuter Rail Future
 - High Speed Rail Corridor Calgary-Edmonton
 - Transit Hub
 - Transit Centre
 - Blue Line LRT
 - Red Line LRT
 - Multi Line LRT
 - Future Green Line LRT
 - Potential Future Infill LRT Station *
 - MAX Purple
 - MAX Teal
 - MAX Yellow
 - MAX 301
 - MAX Multi Station
 - Natural Areas
 - Parks and Open Space
 - Plan Area Boundary

* The location of the Potential Future Infill LRT Station is conceptual only.



Map B5: Goods Network

- Legend**
- Main Goods Movement Corridor
 - Freight Rail Corridor
 - Parks and Open Space
 - Supporting Goods Movement Corridor
 - Natural Areas
 - Plan Area Boundary

Appendix C: Constraints

Constraints identifies development constraints that should be considered for development applications. Specific development constraints are summarized here.

Freight Rail Corridor

A Canadian Pacific Kansas City (CPKC) freight rail corridor runs along the northern boundary of the Plan area adjacent to the Calgary Transit LRT line. Any development adjacent to freight rail corridors should comply with the requirements of the Development Next to Freight Rail Corridors Policy, in addition to any other applicable policies.

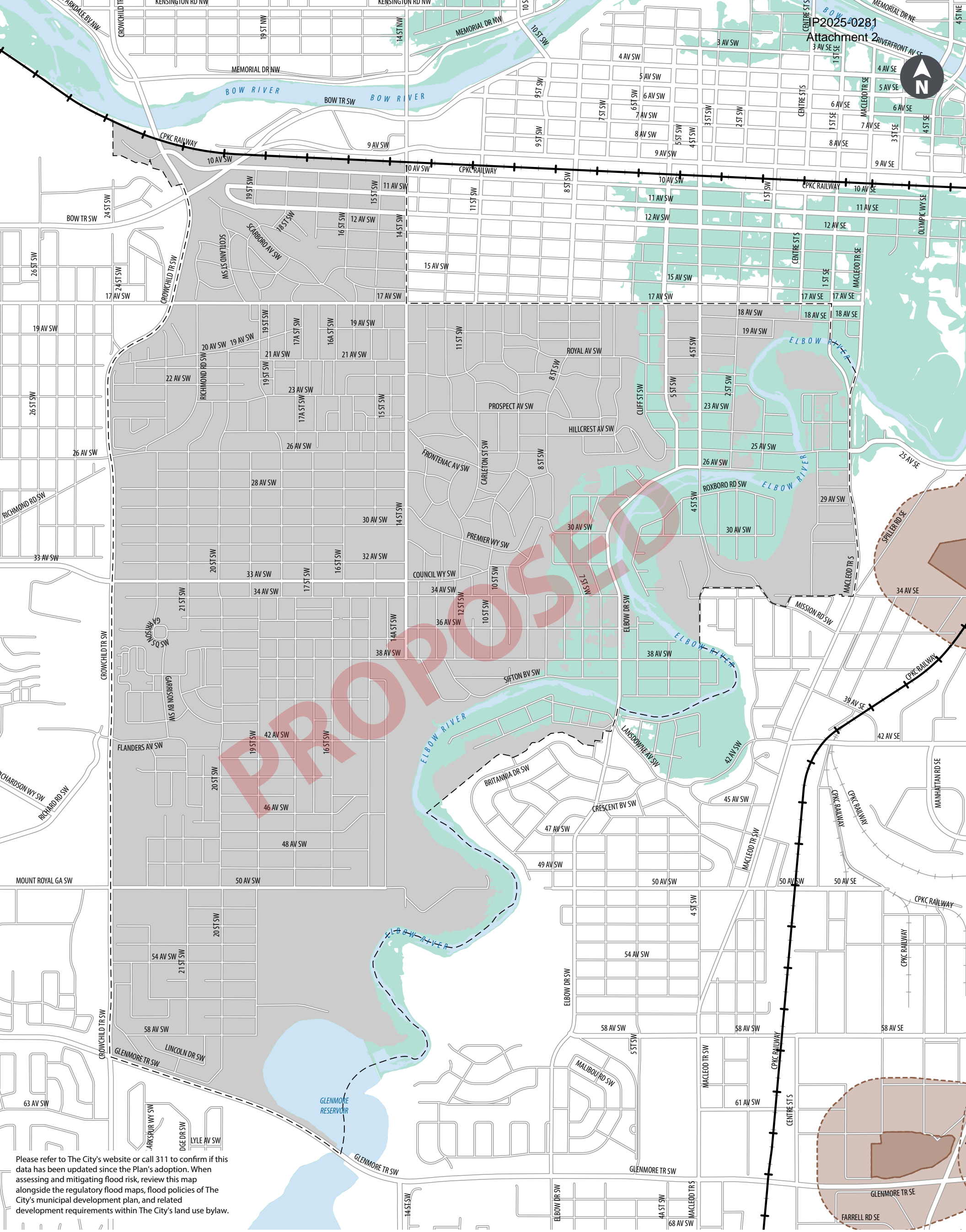
Floodplain

This constraints map shows the existing Flood Hazard Area zones included within The City's **land use bylaw**. The Government of Alberta has released draft updated Flood Hazard Area maps which reflect the latest understanding of flood risk across the province, including Calgary. Flood hazard areas are not shown on the draft updated map for the Elbow River, downstream of the Glenmore Dam. Flows are currently being re-assessed to include the effect of the Springbank Off-stream Reservoir (SR1), which will be operational in 2025. The flood mitigation provided by SR1 will have a significant impact on 1:100 flood flows along the Elbow River. It will also reduce flood flows in Calgary on the Bow River downstream of the confluence with the Elbow River, but there will be less impact on the Bow than on the Elbow. The potential impacts of SR1 on a wide range of flood flows are being currently assessed and will be reflected in flood maps when the reservoir is operational. We can estimate, however, that with SR1, a 1:100 flood will look more like the current 1:5 flood map.

There will still be risks that exist in the Elbow River Valley with SR1 in place. As such, some regulation will still be required to ensure these risks are adequately addressed in development planning and building design. Potential risks include:

- Risk of a larger flood than both the SR1 and the Glenmore Reservoir can handle
- Risk of increasing flood flows due to our changing climate
- Risk of high groundwater in the river valley due to high river levels during and after flood events






Until the new Flood Hazard Area maps are finalized and City of Calgary policies and bylaws have been updated, development applications will continue to be assessed according to existing regulations. The City also considers information from the draft updated Flood Hazard Area map to provide advisory comments for further resilience. As always, applicants may draw on additional information in support of their applications.



Please refer to The City's website or call 311 to confirm if this data has been updated since the Plan's adoption. When assessing and mitigating flood risk, review this map alongside the regulatory flood maps, flood policies of The City's municipal development plan, and related development requirements within The City's land use bylaw.

Map C: Constraints

Legend

-  Landfill Site
-  Landfill Setback
-  1:100 Flood Inundation Boundary
-  Freight Rail Corridor
-  Plan Area Boundary

Appendix D: Additional Historical Information

Major roads

4 Street SW

As part of a section line between the Oblate property to the east (the future Mission district) and the CPR property to the west (the future Cliff Bungalow), 4 Street SW became a significant road with a mixed commercial-residential use and a streetcar line constructed in 1909 as far south as 23 Avenue SW. The Mission subdivision named this street as Broadway.

14 Street SW

As a section line, 14 Street SW held a certain significance, but its abrupt end at the Bow River before the construction of Mewata Bridge in 1954 limited its utility as a major transportation artery. Construction of a streetcar line up the hill around 1909, and then the addition of the South Calgary streetcar loop by 1912, added to its significance as a transit corridor. Commercial districts developed on the west side of 14 Street SW in the blocks adjacent to 26 Avenue SW (where the streetcar turned west) and, later, at 34 Avenue SW.

17 Avenue SW

17 Avenue SW was a section line which served as Calgary's original southern boundary (between 6 Street SE and 14 Street SW) beginning in 1884 and doubled as the highway to Springbank. As Calgary pushed westward through annexation, 17 Avenue SW extended west to the present Crowchild Trail SW in 1907. The Belt Line streetcar route (the namesake for Beltline, an historic district north of 17 Avenue) was constructed west along 17 Avenue SW to 14 Street SW in 1909.

Crowchild Trail SW

Crowchild Trail SW, formerly 24 Street SW, also began as a section line that functioned briefly as the western city limit from 1907 to 1910. It developed by the 1950s as a residential street with some commercial development, and it led south to Currie Barracks, the military base built along 24 Street SW in the early 1930s. It was refashioned as a freeway in 1965-67 and named for Chief David Crowchild of the Tsuut'ina Nation, who was present at its dedication.

Macleod Trail S

Macleod Trail S, as it passes along the eastern edge of the West Elbow Communities, is not part of the historic route of Macleod Trail. Originally part of the Old North Trail, an ancient north-south travel route, Macleod Trail S developed as the road south from Calgary to Fort Macleod. North from 34 Avenue SE, the historic Macleod Trail S skirted Cemetery Hill along its eastern side and followed present-day Spiller Road SE and 8 Street SE north to the Bow River. The street along the east side of the study area was developed before the First World War as Victoria Road, and it led north across the Elbow River to 2 Street SE. In recognition of the centennial of Confederation in 1967, The City renamed streets so that Macleod Trail S would enter the city centre.

Richmond Road

The historic South Morley Trail became Richmond Road SW as early as 1910 and provided a link between Calgary and Sarcee Camp, the military training base established on land leased from the Tsuut'ina Nation. In the 1950s, it was considered as a possible truck route. The namesake of Richmond Road SW is unknown.

The Communities

Altadore

Once at the edge of the city, Altadore is now considered an inner-city neighbourhood. It is situated between the Elbow River (east) and Garrison Woods (west) and spans from 34 Avenue SW to 50 Avenue SW. The CPR acquired this property in the 1880s and sold it in separate parcels to several developers, with the result that a dozen or more subdivisions were created with complicated road intersections. Altadore was annexed in 1910. Early development generally followed the grid system with large parcels set aside for parks, schools and faith-based uses. Grocery stores, followed by other businesses (including a restaurant and a hardware store) opened along 34 Avenue SW, which was service by a streetcar route from 1912 until 1948. This was part of the South Calgary streetcar loop, which connected Bankview, Mount Royal, South Calgary, and Altadore to the rest of the city via 14 Street SW. The route extended west along 26 Avenue SW, south on 20 Street SW, east on 34 Avenue SW, and then back north along 14 Street SW. In 1948, an electric trolley coach route replaced the streetcar line, and the transit route was shifted one block north to 33 Avenue SW.

Many early homes were one and two-storey houses located on 25-foot lots. Two large nearby projects began in the 1930s: the Glenmore Reservoir, Dam and Waterworks and Currie Barracks. 16 Street SW emerged as the highway to the Glenmore Waterworks, and the extant service station at 3505 16 Street SW opened in 1934. After the Second World War, commercial districts developed further south along 16 Street SW and on 42 Avenue east of 20 Street SW.

In the late 1940s and into the 1950s, new construction typically included one-storey, stucco-bungalows located on 50-foot lots, three-storey apartments, and two-storey retail buildings. River Park, a large public dog park at the southeast portion of the neighbourhood, was created in the 1950s on land donated by Eric L. Harvie, a well-known Calgary lawyer and philanthropist.

Three public schools, Altadore, Clinton Ford, and Dr. Oakley, opened in 1952, 1957, and 1958 respectively, and St. Raymond's Roman Catholic School opened in 1954. St. Raymond's closed in 1980, and the building later housed a French-language cultural centre, then Lycée Louis Pasteur, and, since 1996, Rundle Academy. Clinton Ford closed in the 1980s, and the building has housed the CBE's Alternative High School since 1990. The I.L. Peretz School, a Yiddish-language Jewish school built in 1961, was later repurposed as the Calgary Waldorf School before it was demolished in 2004. Southminster

United Church (now River Park Church) opened in 1956, and Altadore Baptist Church was completed in 1959. The adjacent Baptist Leadership Training School, built in 1962, later became part of the Rundle Academy campus. Altadore's only structure on The City's **Inventory of Evaluated Historic Resources**, the River Park (Sandy Beach) Pedestrian Bridge, was destroyed in the 2013 floods. The Altadore Community Association was formed by 1958, but by 2011 it had amalgamated with the South Calgary Community Association and was renamed the Marda Loop Communities Association. Early in the 21st century, land-use bylaw changes encouraged increased density on the 50-foot lots, resulting in widespread removal of the 1950s bungalows for newly constructed infill housing.

Bankview

In 1905, Irish-born William Nimmons (1824-1919) began to subdivide Bankview from the eastern portion of the 320-acre hillside farm that he and his wife, Isabella, had acquired from the Hudson's Bay Company around 1882. On this property, Nimmons and his family farmed, ranched, operated a market garden with greenhouses, and established a sandstone quarry. The eastern quarter, east of 19 Street SW, became Bankview; the western quarter, which was in Isabella's name, was the site of the quarry and eventually became Knob Hill and Richmond.

Billy Nimmons built the extant Nimmons House, the family's third house on their home quarter, in 1898. He had earlier sold portions of the property, including a parcel between 17 Avenue SW and 21 Avenue SW from 17A Street SW to 19 Street SW. Thomas Chalmers Brainerd, president of the Montreal-based Hamilton Powder Co., bought the parcel in 1886. The site became the Powder Magazine, where ammunition and explosives were stored. Initially, these were surplus materials from the Northwest Resistance of 1885. Later, the Mounted police stored gunpowder here. Ultimately, it was used for storing explosives for nearby sandstone quarries. The Indigenous trail that led from Calgary to the Tsuut'ina Reserve became known at this point as the Gunpowder Trail.

After the subdivision of Bankview, members of the Nimmons family continued to live in the Nimmons house for many years. Nimmons Park in Bankview tells the story of the family and the neighbourhood's beginnings. Successive additions to the original 1905 plan contributed to a complicated pattern of streets and

intersections. The extension of the streetcar network up the 14 Street SW hill to 26 Avenue SW in 1911, and its quick extension west along 26 Avenue SW in a loop around South Calgary to the south, contributed to Bankview's development into a middle-class residential neighbourhood. Bankview Presbyterian Church (2116 16A Street SW) was built by 1912; in 1927, it amalgamated with Scarboro Avenue Methodist Church to become Scarboro United Church. Bankview had a school at 14 Street SW and 19 Avenue SW by 1914, and, in 1919, Bankview Bungalow School (1919 16A Street SW) opened its doors; it was demolished in 1972. A commercial district developed along 14 Street SW and 17 Avenue SW, with Nimmons' own extant Nimmons Block (1431 17 Avenue SW) at the corner of the two. The Kinema Theatre (1805 14 Street SW), an early cinema that continued operation into the 1950s, stood behind the Nimmons Block. Bankview's eight evaluated historic resources include the Nimmons House, the Nimmons Block, and six houses that represent the neighbourhood's historic development.

Cliff Bungalow

This community's site, part of the same land grant to the CPR that includes Upper and Lower Mount Royal, lies east of an escarpment that separates it from the more exclusive hillside neighbourhood to the west. In 1903, the railway company donated a site for the campus of Western Canada College, a prestigious, non-denominational private boarding school that operated until 1926. The campus' First World War cenotaph and the name of College Lane, which borders the campus to the west, perpetuate the college's memory.

In 1905, the CPR subdivided the present neighbourhood as "addition to The City of Calgary." It developed as an upper-middle class neighbourhood with a mixed commercial-residential strip along the streetcar line on 4 Street SW, its eastern boundary. Western Canada College added to the development by subdividing part of its campus in 1912.

The public school board built a wooden cottage school in 1908 and supplemented it with a brick bungalow school in 1920. The cottage school (526 24 Avenue SW) was known as the Twenty-Fourth Avenue School, and the bungalow school (2201 Cliff Street SW) became the Twenty-Second Avenue School. By 1924, the Parent-Teacher Association of both schools began calling itself the Cliff Bungalow PTA. The name was evidently fashioned from elements of the newer school's building type and its street address. In 1925, the extant bungalow school became Cliff Bungalow School, and the neighbourhood itself eventually adopted the name.

Cliff Bungalow School is one of 25 evaluated historic resources that tell the neighbourhood's story. Others include the contemporaneous Holy Angels School, an early separate school in the city, and Western Canada High School, a Collegiate Gothic structure built in 1928 and expanded in 1958 on the site of Western Canada College.

Also included are the Mission Bridge (a 1915 structure that contributed significantly to The City's transportation network), the Himmelman Boathouse (a boat-building workshop built in 1926 that housed an unusual function for a prairie city), and the Tivoli Theatre (an Art Moderne cinema that was subdivided into commercial storefronts in the 1990s). Some of the larger homes in the neighbourhood were eventually converted into apartment buildings, while other historic homes were demolished and replaced by apartments and office buildings. The community association was formed in 1978, and in 1990, it became the Cliff Bungalow-Mission Community Association.

Elbow Park

While it has been a singular neighbourhood for most of its history, Elbow Park began as three separate subdivisions: Elbow Park; Glencoe; and Rosevale. Multiple landowners were involved, but all three subdivisions were developed by Calgary's most successful real estate promoter in its pre-First World War period, Frederick Charles Lowes (1880-1950).

Lowes came to Calgary in 1902 from Brampton, Ontario to represent the Canada Life Assurance Company. His first real estate venture was Elbow Park, which was subdivided in 1906, before the area was annexed to Calgary the following year. Colin George Ross owned this property, which lay south of the section line that is now 34 Avenue SW. To the north, Lowes subdivided Glencoe in 1907 on land that belonged to contractor James Gordon Edgar (between 29 Avenue SW and 30 Avenue SW, from the Elbow River west to 8 Street SW). In 1909, Lowes filled in the space between Elbow Park and Glencoe (from 30 Avenue SW to 34 Avenue SW) with Rosevale, a subdivision on land owned by rancher Felix McHugh. North of Glencoe, Alderman James Hay Garden (1881-1945), a building contractor, subdivided and marketed Garden Crescent in 1911; this added to the area that became present-day Elbow Park. Before all of these areas were developed, land-uses included grazing for cattle and horses, polo-playing, and golfing (the Briggs Ranch in Elbow Park was the site of the Calgary Golf and Country Club until 1910).

Lowes and his partners conceived Elbow Park, Glencoe, and Rosevale as upper-class, exclusive areas for well-off,

established professionals and their families. Lowes' role in these projects was that of promoter and land broker, and he also built and sold a small number of houses. His own fine residence, which he named Lowestoft, stood at 3034 Elbow Drive SW from 1910 until it was demolished in 1965 for road-widening. Some larger lots were subdivided, however, and smaller homes were built on them.

The Calgary Municipal Railway extended its White Line streetcar to the area in 1910, first to 30 Avenue SW and eventually to Sifton Boulevard SW. (In the 1940s, the streetcar route was replaced by the No. 3 transit route, which was served by electric trolley coaches until the mid-1970s and by buses since that time.) The public school board opened Elbow Park Cottage School in 1911, and, in 1917, the building was relocated to 3636 7 Street SW. By 1925, residents had formed the Elbow Park Ratepayers' Association, which petitioned The City successfully for a new elementary school; it opened in 1926 as Elbow Park Elementary School.

In 1914, The City set aside the Elbow Park Swimming Pool Grounds along the riverbank in Glencoe and built a changing room structure that year. Nearly a decade later, in 1923, the Parks Department established the three-acre Elbow Boulevard Park to the south. Lowes' house, Lowestoft, stood between the two municipal recreation areas. In time, The Parks Department added a playground, water fountains, a riverbank walking trail, and a concrete checkerboard to the swimming area. The department also supplied a caretaker and a watchman (presumably acting as a lifeguard). Eventually, The City shifted its resources to municipal swimming pools; supervision and the provision of the dressing room at this site ended, and the dressing room became Parks Department storage. Demolition of Lowestoft allowed The City to connect the park and the swimming area, which together were renamed J.H. Woods Park (3016 Elbow Park SW). The park was named for Colonel James Hossack Woods (1867-1941), publisher of the Calgary Herald and a resident of East Elbow Park. Woods had provided financial support for the park's development in the 1920s. The former dressing-room structure remains extant and is visible from Elbow Drive SW.

Lowes was deeply affected, both financially and personally, by the collapse of the real estate boom in 1913. He and his wife had moved out of Lowestoft long before it became the campus of Tweedsmuir School for Girls in 1959. The school moved to the former Elbow Park Cottage School before Lowestoft was demolished.

Elbow Park's 34 evaluated historic resources include Christ Church (3602 8 Street SW), a 1912 Gothic Revival building, the Elbow Park Swimming Pool and Grounds between Elbow Drive SW and the Elbow River, Garden

Crescent SW (a leafy cul-de-sac lined by homes), and many extant historic houses. Elbow Park School (721 38 Avenue SW), a Tudor Revival brick structure built in 1926, was heavily damaged in the 2013 floods and was subsequently demolished. The main façade was retained and incorporated into the new school building on the site. South Mount Royal School (1216 36 Avenue SW), a public elementary school, opened in 1954 and was quickly renamed William Reid School. St. Patrick's School, a separate school, opened in 1958 and has since been demolished.

Erlton

The homestead land that the Oblates of Mary Immaculate had acquired in the early 1880s to develop Mission extended into Erlton. Paul Faillon (also spelled variously as Fagnant or Faillant), a Métis homesteader, farmed on part of the present neighbourhood. Erlton includes the portion of Cemetery Hill west of Macleod Trail S, and the three cemeteries located there; a mixed residential/commercial area on the north slope of cemetery hill and on the flats to the north; Lindsay Park (the former Canadian Northern Railway/Canadian National Railway yards); and a mixed residential/commercial district south of Cemetery Hill and west of Macleod Trail S.

Lindsay Park is named for Dr. Neville James Lindsay, the pioneer physician and surgeon whose never-completed mansion remains extant in Rideau Park as Lindsay's Folly. He owned the future park site and had intended to develop it as the residential district of Park View, but the collapse of Calgary's real estate boom in 1913 ended the project. Lindsay Park became the Canadian Northern Railway yards when the railway completed its Edmonton to Calgary branch in 1914. Within a few years, the railway was nationalized and amalgamated into the government-owned Canadian National Railways (CNR). Passenger service continued until 1971, and freight service lasted until 1979. Meanwhile, the CNR considered development projects for its rail yards, ranging from an educational park for use by both school boards to a commercial/residential high-rise complex. But the site's future was complicated by its divided ownership between The City and the CNR. After a decade of negotiations, The City acquired the CNR's portion in 1979. Lindsay Park was considered as a site for the proposed coliseum that was ultimately built in Stampede Park as the Saddledome. In 1980, it was chosen as the location of a sports complex that opened in 1983 as the Lindsay Park Sports Centre (2225 Macleod Trail S). It was completed in time for its use in the 1983 Western Canada Summer Games held in Calgary. The combined aquatic centre and field house,

designed by the Chandler Kennedy Architectural Group, was clad in translucent fabric held in place by steel cables connected to an arch structure. The facility was expanded in 2004, and the new fitness centre was named the Dr. Neville Lindsay Sport Wellness Centre.

The original portion of the complex closed for nearly a year in 2010-11 when it was upgraded, and its roof was replaced. In 2002, Talisman Energy became the naming sponsor, and the complex was renamed the Talisman Centre. It was again renamed in 2015, becoming the Repsol Centre, after Madrid-based Repsol, an energy and petrochemical firm, acquired Talisman. In 2022, the complex became the MNP Community & Sport Centre when MNP, a Calgary-based consulting firm formerly known as Meyers Norris Perry, became the new naming sponsor.

St. Mary's Cemetery (now St. Mary's Pioneer Cemetery) was removed in 1898 from its original 1876 location in Mission (just south of the Holy Cross Hospital site) to its hilltop position on Cemetery Hill. St. Mary's Cemetery has expanded considerably since then. The Jewish community established the Chevra Kadisha cemetery in 1904, and the Chinese Cemetery began in 1908. These cemeteries comprise the three evaluated historic resources in Erlton. Nearby Union and Burnsland cemeteries are situated in Manchester Industrial, outside of the study area.

In 1921, an Erlton resident discovered the remains of an unidentified Indigenous woman under his garden on the north slope of Cemetery Hill. Dr. Cecil S. Mahood, Calgary's medical officer of health at the time, examined the remains and estimated that she had been buried some 25 years earlier. Final disposition of the remains is unknown. Decades later, archaeologist Brian Vivian judged that she was more likely buried between the 1820s and Treaty 7 in 1877. There are several such burials documented in the Calgary area, and they were unusual for their time.

The Oblates sold 22 acres in the northern portion of the property in 1891 to Caleb Henry Jacques. Unlike his brother, well-known Calgary jeweller and businessman George E. Jacques, Caleb did not stay long in Calgary. In 1910, Caleb partnered with Calgary businessmen Robert John Hutchings and Frederick G. Marwood to survey and subdivide "Earlton," which was eventually renamed Erlton. From the start, it was serviced by the streetcar line that led along 2 Street SE past the Exhibition Grounds (now Stampede Park) to the streetcar barns at the south end of the grounds. Erlton developed as a residential district. The Erlton Cottage School (at 28 Avenue and 2 Street SE) opened in 1911, and it was demolished in 1962. That year, it was replaced by the extant former Erlton Elementary School (234 28 Avenue

SE). By 1981, it had only 19 students, making it the school with the lowest enrolment in Calgary.

Erlton also included St. George's Anglican Church and a business district along 2 Street SE (now Macleod Trail S). The Marwood Block, with its two storefronts and apartments above, stood at the corner of Macleod Trail S and 25 Avenue SE from 1915 until it was demolished around 2010. In 1943, Calgary's longtime parks superintendent, William Reader, suffered a fatal heart attack in the building's Shamrock Grocery and was pronounced dead on arrival at the nearby Holy Cross Hospital. The store was kitty-corner to Reader Rock Garden, which Reader had developed over many years.

Garrison Woods

As with Altadore to the east, the CPR sold this property in separate parcels, which led to multiple subdivisions during the pre-First World War boom; none were successful. Erich Brackmann, a market gardener from Germany, established a dairy farm at the south end of this district. A slough on the property, known locally as Brackie's slough, became a popular skating pond each winter. Flanders Park (4220 Passchendaele Road SW) now stands on the site as a remnant of this early dairy farm.

During the Second World War, this area became the venue for the Salvation Army Hut, a hospitality centre for service men and women. After the war, it became the original home to Currie School, a public elementary school provided for children of military families.

In the years following the war, the federal government began developing Permanent Married Quarters for married servicemen adjacent to Canadian army bases in Canada and abroad. Beginning in 1948, the Department of National Defence built a neighbourhood of homes, schools, chapels, and community facilities; the neighbourhood became known as the Currie Permanent Married Quarters (PMQs). The houses were laid out on curved streets that oriented the fronts of houses facing each other across a green space, with the backs of the houses facing the road. Streets were named for battle honours of Lord Strathcona's Horse (Royal Canadians), Princess Patricia's Canadian Light Infantry, and the Queen's Own Rifles of Canada. Currie Elementary school moved into its purpose-built campus in 1952, and the Currie Junior High School (later renamed Sir Samuel Steele Junior High School) opened immediately to the north in 1957. The junior high closed in the late 1980s, and the building was repurposed and dedicated in 1990 as the Museum of the Regiments (later renamed the Military Museums of Calgary). Currie Elementary closed in 1997, and the building was sold to Master's Academy, a private Christian school.

Canadian Forces Base Calgary (the successor to Currie Barracks) closed in the late 1990s. Both the base itself and the Currie PMQs were redeveloped by the Canada Lands Corporation, the federal government's real estate concern. The Currie PMQs site was redeveloped as Garrison Woods. Many of the military houses were refurbished and relocated in a denser pattern. The streets were realigned but kept their historic names.

Glenmore Park

This district, annexed in 1956, also includes a natural area along its eastern edge, the river flats below, and, to the west, a plain where the Glenmore Water Treatment Plant, Glenmore Athletic Park, and park pathways are situated.

Tipi rings and evidence of an encampment identified in 1970 remain as evidence of prior Indigenous inhabitation in this area.

The Glenmore reservoir was part of the Elbow River valley before the Glenmore Dam, Reservoir, and Water Treatment Plant were constructed in 1930-33. Even before it was completed, the system proved its worth in June 1932 when the Elbow River flooded; the empty reservoir filled to within 18 inches of its crest in the space of two days.

Initially, the area around the reservoir was off-limits to visitors. During the Second World War, the newly formed Calgary Mounted Constabulary, comprising volunteers too old for military service, patrolled the reservoir and water treatment plant on horseback to guard against enemy sabotage. It remained so after Calgary annexed the area. During the Cold War, the waterworks superintendent was included in Calgary's civil defence organization, again recognizing the security consideration of the city's water supply. By the 1950s, Calgary Power (the forerunner of TransAlta Utilities) built a sub-station at 14 Street SW and 50 Avenue SW by 1956 to supply power to the water treatment plant and to Altadore and South Calgary. In June 1956, an explosion and electrical fire disabled the facility; the water treatment plant temporarily switched to auxiliary power. This facility is evidently now Enmax Sub-station No. 10. An electrical auxiliary facility (1704 50 Avenue SW) was added at an unknown date.

Park development began in the early 1960s in the context of suburbanization. At the same time that the Glenmore Causeway was under construction, The City developed Glenmore Athletic Park (5300 19 Street SW), a project that included the Glenmore Arena, Calgary's first indoor artificial ice arena. The facility was renamed Stu Peppard Arena in 1984. The City added the indoor Glenmore Pool in 1972. Safety City (1717 50 Avenue SW), a traffic safety training facility for children operated by

the Calgary Safety Council, opened in 1976. The facility was developed by the South Calgary Rotary Club as a Century Calgary project. Emily Follensbee School (5139 14 Street SW), a school for students with developmental disabilities, opened in 1964.

Lower Mount Royal

Lower Mount Royal comprises the narrow strip of land between 17 Avenue SW and the Mount Royal hill to the south (south of Cameron Avenue SW and Royal Avenue SW) from 7 Street SW west to 14 Street SW. It began as part of the same 1905 CPR subdivision as Cliff Bungalow, and it developed as a residential neighbourhood after the 1907 annexation extended the municipal limits across 17 Avenue SW. As part of the "Belt Line" streetcar route that commenced operation in 1909, the 17 Avenue SW portion of this district quickly took on a commercial character. The district's nine evaluated historic resources include the Anderson Apartments (804-18 Avenue SW), a six-storey brick landmark that exemplifies luxury apartment living in 1912 Calgary, and the Bank of Nova Scotia, West End Branch (1429 17 Avenue SW), a classical revival bank building on a highly visible corner. The Calgary Tennis Club maintained its tennis courts in Lower Mount Royal early in the 20th century. The Prairie Dog Inn (823 17 Avenue SW) was a landmark business in the 1950s and 1960s and a gathering place for the artists' community in the area. The building was demolished in 2023.

Mission

The Mission district is named for the Roman Catholic mission established here in the 1870s. The early population was largely Métis, later joined by settlers of French-Canadian and Irish origin. Mission was a separate village named Rouleauville from 1899 until it was annexed to Calgary in 1907.

Calgary was always the larger community, and it grew more quickly. By the time Rouleauville became a village in 1899, Calgary had already been incorporated as a city. Rouleauville's boundaries extended from 17 Avenue SE/SW (which was known in Rouleauville as Notre Dame Road) south to 26 Avenue SW (Legal Street), and from present-day Macleod Trail S west to 4 Street SW (known in Rouleauville as Broadway). Street names in Rouleauville reflected the community's Roman Catholic heritage. In the 1990s, dual signage returned those street names to the public's consciousness.

Rouleauville was named for the Quebec-born Rouleau brothers, two of its most prominent settlers. Justice Charles Borromée Rouleau was a member of the Supreme Court of the North-West Territories (NWT),

the territorial Legislative Council, and the Territorial Board of Education. Dr. Edouard-Hector Rouleau (1843-1912) was the staff doctor at the Holy Cross Hospital, which opened in 1892, three years before Calgary's first purpose-built hospital facility, the second Calgary General Hospital (now the Rundle Ruins in Stampede Park), was completed. Dr. Rouleau twice served as chair of what is now the Calgary Catholic School District. He was the founding president of the local St. Jean-Baptiste Society, and he served as the Belgian consul for the NWT.

Catholics of both Irish and French-speaking origin lived in Rouleauville, and its first overseer (the equivalent of mayor or reeve) was John Pascoe Jermy Jephson (1855-1923), a Cambridge-educated Protestant. By 1905, talks were already underway for the village's annexation to its larger neighbour, and The City absorbed Rouleauville in 1907. Historical panels in Rouleauville Square (197 17 Avenue SW), which was developed by the Calgary Parks Foundation, interpret Rouleauville's story. The City closed 1 Street SW between 17 Avenue and 18 Avenue SW to create the park, which opened in 1996.

Mission developed as a residential neighbourhood with a mixed commercial-residential street (4 Street SW), a strong Roman Catholic institutional presence, and a rare function within the city as the site of a passenger railway station. The 26 evaluated historic resources in Mission tell the neighbourhood's story. The Rouleau House, a two-storey wooden home built in 1885, was once home to Dr. Edouard-Hector Rouleau. The stone mansion that belonged to his brother, Judge C.B. Rouleau, has been replaced by the Athlone Apartments, an Art Moderne apartment house that represented luxury living when it was built in 1940. Commercial buildings like the Young Block and the Wright Block, both built in 1912, represent commercial development along 4 Street SW. The former Holy Cross Hospital, an extant 1928 structure that once housed a hospital founded in 1892, represents past Roman Catholic institutional life, while the sandstone Sacred Heart Convent (built in 1924) and St. Mary's Cathedral (completed in 1957) represent the contemporary significance of Roman Catholic life in Mission. Both the convent and the cathedral are newer buildings housing institutions first established in the 19th century. The original 1909 St. Mary's School has been demolished, but three Catholic schools, Our Lady of Lourdes (built on the site of St. Mary's), St. Monica's, and St. Mary's High School, all serve the historic function.

The extant Nat Christie Centre, which houses the studios and administrative offices of Alberta Ballet, was built in 1905 as St. Mary's Parish Hall and then functioned from 1916 until the 1970s as a railway station. It was initially the terminus of the Canadian Northern Railway's branch lines from Edmonton and Saskatoon, and then

the terminus for Canadian National Railways after the short-lived Canadian Northern was nationalized and amalgamated with other railway companies. The former House of Israel building, built in 1930 as the city's Jewish community centre, was converted to condominiums and remains extant. The adjacent Shaarey Tzedec Synagogue, a mid-century modern structure completed in 1960, was demolished in 2014 but is recalled on site through interpretive signage. The Mission District Community Association was incorporated in 1980 but became inactive within a few years. In 1990, the 12-year-old Cliff Bungalow Community Association extended its function to Mission and was renamed the Cliff Bungalow-Mission Community Association.

Mission is the birthplace of the Alberta Children's Hospital, which first opened in 1922 as the Red Cross Crippled Children's Hospital in the extant house at 522 18 Avenue SW. The hospital moved in 1929 to a larger rented house in Upper Mount Royal and to a purpose-built facility in Richmond in 1952.

North Glenmore Park

North Glenmore Park lay outside of the city limits until 1956. It lies within the west half of Section 32-23-1-W5M. The area north of 58 Avenue SW was part of the northwest quarter, which Joseph Maw (1854-1916) acquired in 1889. The area south of 58 Avenue SW was in the southwest quarter granted to William Bell Irving, and it later became part of the Isaac Robinson estate.

The neighbourhood was developed in 1958-59 as the residential subdivision of Lincoln Park. The name was a legacy of the Royal Canadian Air Force base of that name established in the area decades earlier. The neighbourhood was renamed North Glenmore at an unknown later date. The community hall (2231 Longridge Drive SW) was built by 1963 as the Lakeview Community Hall, and it was renamed the North Glenmore Park Community Hall in 1964. The neighbourhood is bisected by Glenmore Trail SW, but the southern portion lies outside of the Plan area.

The first school built in the neighbourhood was St. James (2227 58 Avenue SW), a Roman Catholic elementary and junior high school that opened in 1962. Until the late 1960s, the nearest public high school was Viscount Bennett (2519 Richmond Road SW) in Richmond (west of present-day Crowchild Trail SW, and therefore outside of the study area). Lord Shaughnessy High School opened in 1967, and Central Memorial High School (5111 21 Street SW), which continues the honours and traditions of Calgary's first public high school (Central High School), opened in 1968. Lord Shaughnessy later closed, and its campus

became the Calgary Board of Education's Career and Technology Centre.

St. James Catholic Church (5504 20 Street SW), an Expressionist-style building constructed in 1966, is North Glenmore Park's only evaluated historic resource on The City's **inventory**. According to the **inventory**, the church is "an excellent example of Expressionist-style architecture with its sweeping raw and ribbed concrete steeple with punctured cruciform and raised copper oculus. It is a rare and intact example in Calgary."

Two commercial areas developed at opposite ends of the neighbourhood. Lincoln Park Shopping Centre (2439 54 Avenue SW), a strip mall, opened in 1960 with 14 stores. The anchor business was a branch of Jenkins Groceteria, a Calgary-based supermarket chain, in a stand-alone building. Another original business was the Silver Star Drive-In Restaurant, a drive-in with curb service that included a dairy bar and Chinese food. The owners were Laing Wong and Pauline Wong, who lived in the neighbourhood at 2015 Langford Avenue SW. The Royal Canadian Legion located its Branch 276 in the mall by 1971. The mall was renamed Crowchild Corner Centre around 1975. In the late 1960s or early 1970s, a strip mall and apartment complex was built at 2104 through to 2114 54 Avenue SW.

Richmond

Present-day Richmond comprises the west half of Section 8, which was granted to the HBC in the early 1880s, and part of the east half of Section 7-24-2-W5M to the west. Crowchild Trail SW, the historic 24 Street SW, separates the two portions of the neighbourhood. The portion east of Crowchild Trail SW was annexed in 1907 and lies within the study area. West of Crowchild, the remainder of Richmond was annexed 1910 and is included in the Westbrook Communities. In the 1960s, 24 Street SW was developed into the Crowchild Trail SW freeway. Crowchild jogs east of the old 24 Street SW at HMCS Tecumseh, which places the naval training base outside of the study area.

In 1882, the HBC sold the north half of the section to William and Isabella Nimmons. William held the title to the northeast quarter, which later became Bankview. Isabella held the title to the northwest quarter, which became the north half of Richmond (i.e., the portion of Richmond within the study area). The Nimmons operated a farm and ranch, a garden, and a sandstone quarry in this area. Isabella subdivided this land incrementally between 1906 and 1910 for residential development, beginning with the Knob Hill subdivision at the eastern edge of this quarter. George Thomas Callendar Robinson purchased the south half

of Section 8 and subdivided it in 1906. The eastern half of Robinson's subdivision became South Calgary, while the western half became the south half of Richmond (i.e., the portion of Richmond within the study area). William Oliver continued to operate the sandstone quarry until it was shut down in 1915.

Richmond was only lightly developed before the 1950s, when more intensive construction of homes, mostly single-storey bungalows, began. Commercial development took place along 17 Avenue SW, 33 Avenue SW, and, to a limited extent, on 26 Avenue SW. In 1952, the new, purpose-built Red Cross Crippled Children's Hospital (1820 Richmond Road SW) opened. The hospital begun in 1922 in a rented house in Mission, and it moved to larger rented quarters in Upper Mount Royal in 1929. The institution was renamed the Alberta Crippled Children's Hospital in 1958, and the name was later modified to Alberta Children's Hospital. The hospital's Child Health Centre, a modern wing on its west side, opened in 1981. The hospital relocated to a newer facility in the University District in 2006.

The public school board opened Richmond School in 1950 and Knob Hill Elementary (2036 20 Avenue SW) in 1959. (Knob Hill closed in 2004, and it later became a campus of the Calgary Arts Academy, a public charter school.) The separate school district opened its four-classroom Knob Hill School in 1952 and replaced it in 1953 with St. Charles School (2412 24 Street SW, now 2445 23 Avenue SW), which later became the campus of Rundle College Primary and then North Point School for Boys.

Rideau Park

Frederick Lowes developed Rideau Park along similar upper-middle class lines as Elbow Park before the First World War. The Elbow River forms Rideau Park's north, west, and south boundaries as it curves. Rideau Road SW frames the district to the north and west. To the south, development ends at 33 Avenue SW, where Rideau Road SW terminates, and the Elbow River pathway begins. This cycling and pedestrian path follows the river through a natural wooded area and out of the district. A fork leads up the Mission Hill escarpment past Lindsay's Folly, the ruins of a never-completed sandstone mansion begun in 1913 for Dr. Neville James Lindsay (1845-1925), a pioneer physician and surgeon who, among other appointments, served as a government-appointed physician to the Siksika, Stoney, and Tsuut'ina reserves and to Indigenous schools in the Calgary area. Dr. Lindsay retired from medicine in 1908 and became a real estate developer, and he owned the site of present-day Lindsay Park, which is named for him. He suffered financially when

Calgary's real estate boom collapsed in 1913, and work on his sandstone mansion ceased. Its distinctive entrance arches remained in place until 1955.

At the hill's plateau, the last-developed part of Rideau Park, lies the Southern Alberta Memorial Building, dedicated during Alberta's golden jubilee year in 1955. The hand-hewn log structure was built using construction technology that was already antiquated. By contrast, nearby Rideau Towers, a collection of highly visible luxury apartment blocks built in 1953-54, applied the latest in pre-cast concrete technology. Rideau Park's five evaluated historic resources include the Sara Scout Hall (609 Rideau Road SW), a Vernacular-style Boy Scout Hall from 1927, and Rideau Elementary and Junior High School, a Collegiate Gothic building from 1930 (829 Rideau Road SW), as well as Lindsay's Folly (3625 4 Street SW), Rideau Towers (3204 Rideau Place SW), and the Southern Alberta Pioneers' Memorial Building (3625 4 Street SW).

Roxboro

Fourth Street SW cuts across the Mission Hill, separating Rideau Park from its eastern neighbour, Roxboro. Originally called Roxborough Place, it was another Freddie Lowes project, one that he hoped would rival Mount Royal in its lavishness. In 1912, Lowes spent more than \$50,000 to wash away part of the hillside using hydraulic pumping equipment in order to level the river flats below with the washed-away soil. He planned a district with large lots, wide boulevards and palatial homes. But Lowes had overreached, and after the crash of 1913 he descended into bankruptcy. Roxborough Place never developed as Lowes imagined. In the early 1920s it became Roxboro, a district of upper middle-class homes.

Scarboro

Like Upper Mount Royal, Scarboro was a creation of the CPR. It lies within Section 17, which the railway company acquired in 1901-02, and which lay outside the city limits until 1907. In the 19th century, Calgarians crossed through this area along the historic Morley Trail to get to Shaganappi Point, the site of a Protestant cemetery that was established in Section 18 to the west in 1885. Burials ceased in 1890, when land for present-day Union Cemetery was acquired, and many of the graves were moved to the new cemetery in 1892. The remaining graves were relocated in 1911, and the old cemetery became Shaganappi Golf Course in 1915. Newspaper accounts point to recreational use of this area, including a day of horse racing and betting in 1890 and a Literary Society picnic in 1895. The racing event attracted

Indigenous, Metis, and white spectators, including both men and women.

Members of the Tsuut'ina Nation encamped on the future Scarboro site, a high ground with a commanding view, where they gathered for treaty payment or to work in Calgary. In a 1953 Calgary Herald interview, Kathleen McCloy (née Nimmons, 1891-1975) recalled seeing such encampments from her home, the extant Nimmons House (1827 14 Street SW). She remembered that some of the Tsuut'ina visited the house and had meals there. "At the end of the camp," wrote the Herald's Dorothy Wardle, anyone "who had died while there, were buried on the camp site." Earlier that year, during excavation for a storm sewer on Scarboro Avenue SW, public works employees uncovered the remains of two Indigenous people who had been buried separately; the graves were accompanied by cultural objects. Dr. George Johnson, the city coroner, examined the remains of both individuals and estimated that they had been buried 60 years earlier. That these individuals were buried in the ground without coffins suggests that they were buried between 1850 and 1900, reflecting changes in Indigenous burial traditions. The final disposition of the remains is unknown.

Industrial use, specifically sandstone quarrying, predated residential development. Early in the 20th century, partners William McCombie Gilbert, John Bone, and William Oliver operated a sandstone quarry in a north-south gully west of present-day Summit Street SW. When it closed in 1915, Oliver's Quarry, as it had become known, was the last of some two-dozen quarries that operated within the present city limits over a 30-year period. Even then, Calgary was known as the Sandstone City. Of the many public and private sandstone buildings in Calgary constructed in those years, or those that included sandstone in their construction, several examples remain extant in the West Elbow Communities. These include:

- Nimmons House (1827 14 Street SW), Bankview
- Treend Residence (1933 5 Street SW), Cliff Bungalow
- Baird (Miller) Residence (635 29 Avenue SW), Elbow Park
- Butters Residence (637 29 Avenue SW), Elbow Park
- Colonel Sanders Residence (3014 Glencoe Road SW), Elbow Park
- Crawford Residence (636 Elbow Drive SW), Elbow Park
- Millican Residence (3015 Glencoe Road SW), Elbow Park

- Quirk House (3018 Glencoe Road SW), Elbow Park
- Robert and Mary Taylor Residence (3423 Elbow Drive SW), Elbow Park
- St. Mary's Cemetery gate (3303 Erlton Street SW), Erlton
- Nat Christie Centre (141 18 Avenue SW), Mission
- Sacred Heart Convent (225 19 Avenue SW), Mission
- Graham Residence (220 Scarboro Avenue SW), Scarboro
- McCormick House (228 Scarboro Avenue SW), Scarboro
- Sunalta Elementary & Junior High School (536 Sonora Avenue SW), Scarboro
- James and Louie Taylor Residence (1736 32 Avenue SW), South Calgary
- cSpace (former King Edward School, 1721 29 Avenue SW), South Calgary
- Dick House (2211 7 Street SW), Upper Mount Royal
- McClelland Residence (1919 11 Street SW), Upper Mount Royal
- McLaws Residence (2205 Amherst Street SW), Upper Mount Royal
- R.B. Bennett House (802 Prospect Avenue SW), Upper Mount Royal
- Stringer House (2003 8 Street SW), Upper Mount Royal
- Others have been demolished, including:
- Powder Magazine, Bankview
- Castel-aux-Pres (Justice Charles-Borromée Rouleau's residence, 342 19 Avenue SW), Mission
- St. Mary's Church (the original Roman Catholic cathedral), Mission
- Lindsay's Folly (3625 4 Street SW), Rideau Park
- Earl Grey School (845 Hillcrest Avenue SW), Upper Mount Royal
- Mount Royal School (2250 14 Street SW), Upper Mount Royal

The development of Crowchild Trail in the 1960s destroyed the gully and the quarry's remnants, and it bisected the Scarboro neighbourhood, which the CPR had developed before the First World War. The portion of Scarboro west of the freeway became Scarboro/Sunalta West.

Just as it had done in Upper Mount Royal, the CPR developed Scarboro consistent with City Beautiful and Garden Suburb concepts, with the Olmsted Brothers firm as consultants. Despite the neighbourhood's R-1 (Single Detached Residential) zoning, a small number of commercial functions and services emerged on the strip along 17 Avenue SW. The sole purpose-built commercial structure in the neighbourhood was the Scarboro Confectionery, a small wooden storefront building at 1716 17 Avenue SW. Its original occupant in 1911, a dry goods store, belonged to Irish immigrant Elizabeth Steen (née Stephenson, 1863-1952). Later occupants included several women in business. Two houses along 17 Avenue SW (1728 and 2126) were converted to commercial use between the 1950s and the 1970s. Conversely, the former Fire Hall No. 5 (1629 Scotland Street SW), which became the Scarboro Health Unit after a new Fire Hall opened in South Calgary in 1952, has since been converted into a residence. The building began in 1914 as the home of the superintendent at the South Calgary Reservoir in Killarney before it was moved to Scarboro in the 1920s for use as a fire hall. The former Bankview Methodist Church (1706 17 Avenue SW), built in 1912, was demolished and replaced by the Chevra Kadisha (Jewish Burial Society) Chapel in 1961. This Modern structure was itself demolished around 2017 and replaced by Scarboro 17, a 52-unit condominium and townhome complex.

Scarboro's 21 evaluated historic resources include the sandstone Sunalta School, the Tudor Revival-style Scarboro United Church built in 1929, parks and boulevards, and many homes.

South Calgary

South Calgary occupies a half-section of land between 26 and 34 Avenues SW from 14 Street SW west to Crowchild Trail SW. It was part of a land grant to the HBC, and Calgary businessman G.T.C. Robinson subdivided the area into a residential district in 1906, and it was annexed in 1907. The City's new streetcar network reached the area in 1912 and encircled it the following year within its South Calgary loop. The neighbourhood was initially defined by a grid pattern of streets and avenues, detached homes on 25-foot lots, and churches and corner stores. An early business district developed along 14 Street SW south from 26 Avenue SW, exemplified by the extant Summers Block. The former Hillside Grocery (2718 17 Street SW), established in 1912, remains extant as a functioning corner grocery store.

Before the construction of Currie Barracks to the west in the mid-1930s, members of the Tsuut'ina Nation crossed through South Calgary (along 33 Avenue SW) each July on their way between the Tsuut'ina reserve and the Calgary Stampede grounds during Stampede Week.

On occasion, travellers from Tsuut'ina stayed overnight at the Kelly family residence (2138 33 Avenue SW), a now-demolished house that housed the landmark Kaffa Coffee & Salsa House from 1992 to 2014. The pass system, an illegal government practice intended to prevent Indigenous people from leaving their reserves without securing a pass to do so, limited their mobility for decades. The passes were seldom granted.

Residential development was interrupted by war and depression, but it resumed by the 1950s. King Edward School, a public institution, operated between 1913 and 2001 in a sandstone building that also functioned at times as South Calgary High School (from 1919 to 1929), the Calgary Normal School (Calgary's teacher training college, housed here as a wartime measure in 1940-45; it later became the University of Calgary Faculty of Education), and, since 2017, an arts complex known as cSpace. From its origin, King Edward School served as a community hub and the venue for community meetings, social functions, and concerts.

South Calgary Park, established in 1923, became the venue of the South Calgary Community Association Hall in 1950 and the South Calgary Pool in 1955. Fire Hall No. 5 opened in 1952 and was replaced by a new structure in 2012. The Calgary Public Library's Alexander Calhoun Branch opened in 1954; it was replaced by a new structure in 1986 and was renamed in 2018.

A business district developed along 33 Avenue SW in the early 1950s, and a Business Revitalization Zone (later changed to a Business Improvement Area) was formed in 1983. The western portion of the business district was replaced in the early 1980s by an overpass linking the avenue and the district to Crowchild Trail SW. In 1985, the BRZ was renamed the Marda Loop BRZ, taking its name from the landmark Marda Theatre and either the original streetcar loop or the later electric trolley bus turnaround on 33 Avenue SW, or both. The community association, which also represents Altadore and Garrison Woods was renamed the Marda Loop Communities Association in 2011. The annual Marda Gras festival began in 1986. Six extant historic landmarks on The City's **inventory** of historic resources are located in South Calgary: King Edward School (1721 29 Avenue SW, built in 1912); Herbert and Barbara Taylor Residence (3214 17 Street SW, 1912); James and Louie Taylor Residence (1736 32 Avenue SW, 1912); Richard and Annie Taylor Residence (3216 17 Street SW, 1912); White Residence, (1524 33 Avenue SW, 1915); and City of Calgary Sub-station No. 4 (1508 34 Avenue SW, 1930). Lost landmarks include the Marda Theatre and the South Calgary water tower.

Sunalta

In 1909, the CPR subdivided Sunalta, a name that is almost certainly a combination of the word "sunny" and the abbreviated name of the province. The CPR right-of-way traverses Sunalta, dividing it from the modest residential area south of the tracks from what was originally an industrial area north of the tracks along the south bank of the Bow River.

Residential Sunalta is characterized by residential lots with a 25-foot frontage situated on streets and avenues arranged in a grid pattern. In industrial Sunalta, the CPR built lead and spur lines to service industrial occupants, which included wood industries, clay products manufacturers, and stone products manufacturers. West of the industrial lots stood John G. Watson's brick factory, which operated from about 1897 to 1905. The Alberta Wood Preserving Company Ltd. was a long-term occupant of industrial Sunalta. It was established in 1923 to manufacture wood products treated with creosote, a preserving agent, for use in bridges, culverts, railway ties, telegraph and light poles, and many other uses. The firm eventually became a subsidiary of Dominion Tar & Chemical, also known as Domtar, and it remained until 1963. This industrial use resulted in long-term environmental contamination.

The neighbourhood's 18 evaluated historic resources include many pre-First World War homes, a modest apartment building (Wilson Apartments, later renamed Margaree Apartment, 1537 14 Avenue SW), historic Pumphouse No. 2 (built in 1913, and better known by its current occupant, the Pumphouse Theatres, 2140 Pumphouse Avenue SW), and Sacred Heart Roman Catholic Church (1301 14 Street SW), a Gothic Revival structure built in 1930. Jimmie Condon, a Greek immigrant from Turkey who became a well-known city businessman, opened a tea house at the corner of 17 Avenue SW and 14 Street SW before the First World War and later built the extant Jimmie Condon Building (1609 14 Street SW) on the site.

Upper Mount Royal

The CPR acquired the Mount Royal hill in 1885 and ultimately developed it as Calgary's most prestigious and exclusive neighbourhood. But the first development had nothing to do with the railway company. In 1904, the CPR sold ten acres at the top of the hill to Dr. Ernest Wills, who established a tuberculosis sanatorium but was killed in an accident just months later. Dr. Richard L. Morrison, the sanatorium's manager, bought the property in 1908 and subdivided it the following year on a grid pattern bisected by Morrison Street SW.

Morrison's subdivision is distinct from the rest of Upper Mount Royal. The CPR subdivided the neighbourhood incrementally in 1905, 1907, 1910, and 1911. J. Lonsdale Doupe (1867-1952), the CPR's assistant land commissioner, was involved in each stage, and he was influential in the decision to develop Mount Royal (and, later, Scarboro) consistent with the City Beautiful movement and Garden Suburb principles. In Upper Mount Royal, design concepts included roadside trees, plentiful open spaces, large residential lots with generous setbacks, and curvilinear streets that respected topography. Caveats placed on land titles, intended to maintain an elite residential community, imposed a high minimum value for any house built in the neighbourhood. Some of the mansions built in Upper Mount Royal even had their own coach houses. The 1907 subdivision included "through lots" that extended an entire block, although most of these were quickly subdivided before they were developed. For the final subdivision in 1911, which established South Mount Royal (south of Dorchester Avenue SW and Prospect Avenue SW), Doupe engaged Olmsted Bros. of Brookline, Massachusetts as consultants. Frederick Law Olmsted (1822-1903), the consulting partners' father, had been the seminal figure of American landscape architecture.

Residential development started before the 1907 annexation, and the earliest homes, while magnificent, lacked city services and required their own generators and water supply. Seven homes were built along Hope Street SW and Royal Avenue SW before the end of 1907. The CPR had not yet named the district, and it became known unofficially as "American Hill" because most of the early residents were prosperous American businessmen and their families. This offended patriotic sensitivities in Calgary and within the CPR, and the next subdivision in 1907 imbued the district with Canadian history with street names like Amherst, Carleton, Durham, and Sydenham. The 1910 subdivision provided the name Mount Royal, the same as the Montreal neighbourhood where former CPR President Sir William Cornelius Van Horne lived. The 1910 subdivision also included many French-Canadian Street names, including

Frontenac, Laval, and Montcolm. In a rare occurrence, Vercheres Street SW was named for a woman from Canadian history, Madeleine de Verchères.

The collapse of Calgary's real estate boom in 1913, and later, the Great Depression, affected Calgary's nouveau riche who lived in Upper Mount Royal. Households that once had domestic servants now took in boarders, and coach houses were rented out as separate dwellings. The City acquired two mansions, the Coste and Skinner houses, through tax arrears. During the Second World War, fine homes were adapted for institutional use or converted to apartments or boarding houses in the context of a housing shortage. Postwar prosperity, fuelled by petroleum discoveries, restored Upper Mount Royal's exclusive status and the prestige of its surviving mansions. Undeveloped lots, which added to the district's spacious character and allowed some residents to picket their horses, were eventually filled in. Subdivision of lots began as early as 1930, and it became more common after the Second World War. Nonetheless, the number of homes has remained consistent in recent decades.

Upper Mount Royal's 84 evaluated historic resources include dozens of historic homes, as well as manicured public parks and boulevards and a Modern-style school, Earl Grey Elementary, which was built in 1968 to replace one of two sandstone schools in the neighbourhood, both of which have been demolished. The Mount Royal Community Association was incorporated in 1934 as the Mount Royal Community Club. Its community hall, Mount Royal Station (2325 10 Street SW), was built by the mid-1990s to resemble a railway station.

Background and Planning Evaluation

Background and Community Context

The West Elbow Communities Local Area Plan (Plan) comprises 16 inner-city and established communities: Altadore, Bankview, Cliff Bungalow, Elbow Park, Erlton, Garrison Woods, Lower Mount Royal, Mission, Rideau Park, Roxboro, Scarboro, South Calgary, Sunalta, Upper Mount Royal, the portion of North Glenmore Park north of Glenmore Trail SW and the portion of Richmond east of Crowchild Trail SW.

Generally bounded by the Canadian Pacific Kansas City (CPKC) rail line and 17 Avenue S to the north; Macleod Trail S and the Elbow River to the east; Glenmore Trail S to the south; and Crowchild Trail SW to the west, these communities are collectively known as the West Elbow Communities. The West Elbow Communities share common amenities including six interconnected Main Streets (10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 14 Street SW, 4 Street SW and Macleod Trail S), public and transit infrastructure including the Sunalta LRT Station, Victoria Park LRT Station and Erlton LRT Station, natural areas, and regional and neighbourhood parks. The Plan area contains twenty-four schools (public, private and charter), including five high schools (Western Canada High School, St. Mary's High School, Alternative High School, Lord Shaughnessy High School and Central Memorial High School).

There is a rich history within the West Elbow Communities, with Indigenous foundations and eventually permanent settlement in the late 1800s. These communities were annexed into Calgary incrementally in 1907, 1910 and 1956 and early settlement in the area beginning as early as 1871.

The 16 individual communities that comprise the West Elbow Communities experienced varying population trends over the last several decades. Some communities, such as Mission, have experienced sustained growth over the period. Other communities such as Altadore and Richmond, experienced an earlier decline in the 1970s and 1980s followed by a recovery in growth more recently. Communities including North Glenmore Park and Elbow Park have experienced early population decline followed by a period with little or no recent growth.

By setting out a comprehensive vision and policies for growth and change, the Plan will help stabilize and reverse the declines in population in some of these communities, strengthen existing trends in others and provide more balance for growth between communities, while providing more certainty and direction for population growth and change for residents, developers, Administration and City Council.

The Plan envisions accommodating new and more diverse housing forms, as well as commercial opportunities which will allow more Calgarians to choose where to live and operate businesses in the West Elbow Communities. By enabling additional growth and providing a variety of housing options around nodes, corridors, transit station areas, Main Streets, and the Primary Transit Network, people of all ages can find suitable accommodations that fit their lifestyle and needs.

Community Peak Population Table

As identified below, the West Elbow Communities have experienced decline and then recovery of population from 1968 until recently. The total population saw a gradual decline from 1970 until 1984, from 45,899 people to 38,906 people, followed by relatively low or no population growth until 1994 when the population was 38,927 people, and then gradual growth until today, with a population of 46,821.

Table 1 provides additional information and context around population changes in these communities, particularly as it relates to the number of dwelling units and decreasing household sizes. Occupancy rates per dwelling unit have decreased from a peak of 2.78 people per dwelling in 1968 to 1.93 in 2019. Individual community data is provided in Table 2.

Table 1: West Elbow Communities Local Area Plan Population

	Population	Total Dwellings	Occupied Dwellings	Persons/Unit
Peak	46,821	26,369	24,219	2.78
Peak Year	2019	2019	2019	1968
2019	46,821	26,369	24,219	1.93
Loss Since Peak	0	0	0	-0.86
% change since peak	0	0	0	-30.5%

*note that the communities of Richmond and North Glenmore Park are only partially included in the West Elbow Communities. Population data for those communities has been adjusted in the total to reflect the portion of population within the West Elbow communities as of 2019 which are 61% and 76% respectively.

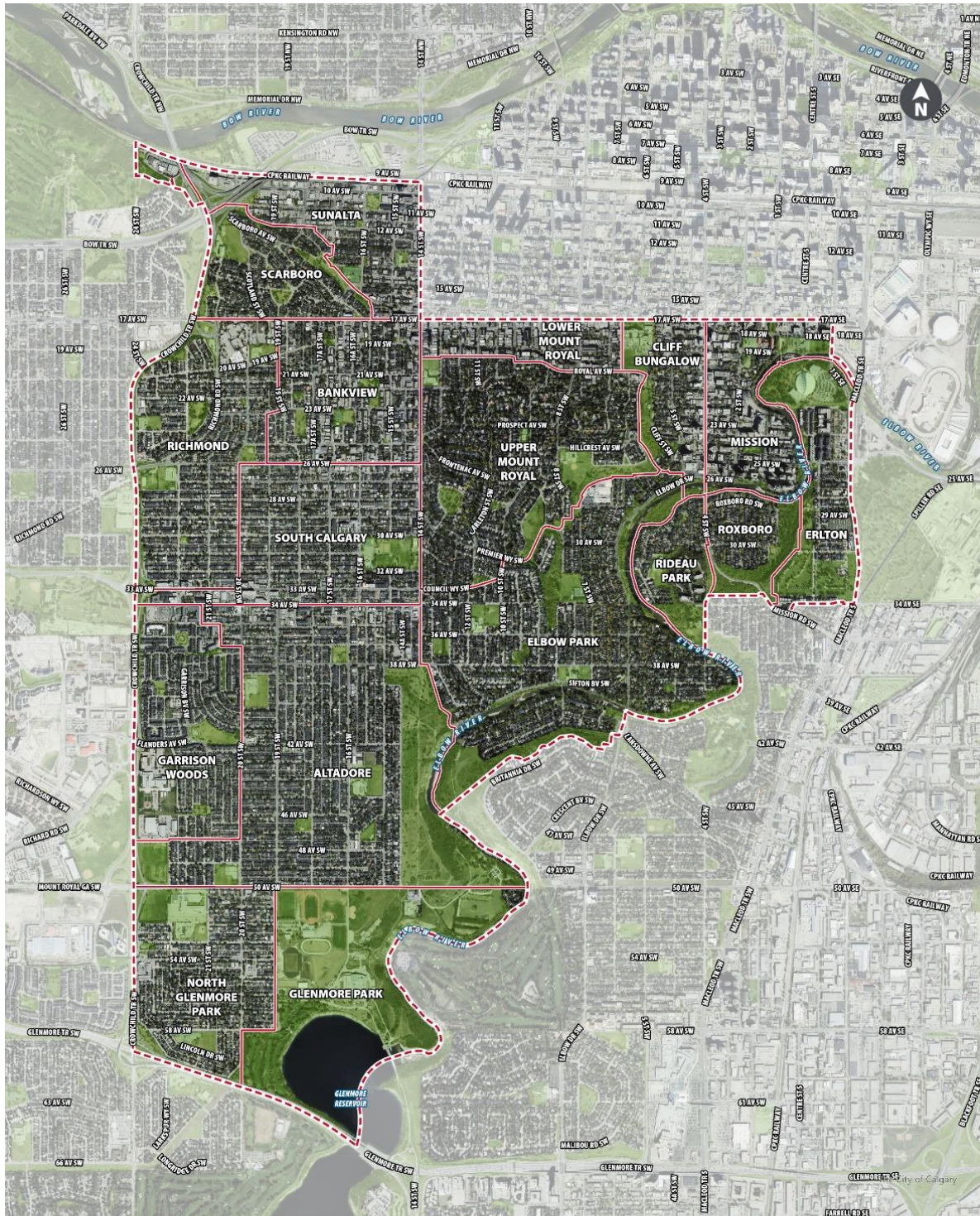
Table 2: West Elbow Communities: Individual Communities Population Tables

<u>Community</u>	<u>Peak Year</u>	<u>Peak Population</u>	<u>2019 Population</u>	<u>% Since Peak</u>	<u>Loss Since Peak</u>
Altadore	2019	6,942	6,942	0	0
Bankview	1981	5,590	5,256	-6.0%	-334
Cliff Bungalow	1982	2,219	1,895	-14.6%	-324
Elbow Park	1968	4,160	3,342	-19.7%	-818
Erlton	2017	1,307	1,270	-2.8%	-37
Garrison Woods	2014	3,195	3,116	-2.5%	-79

Lower Mount Royal	1970	3,594	3,457	-3.8%	-137
Mission	2018	4,673	4,598	-1.6%	-75
North Glenmore Park	1970	3,776	2,391	-36.7%	-1,385
Richmond	1968	5,080	4,962	-2.3%	-118
Rideau Park	1968	713	594	-16.7%	-119
Roxboro	1969	517	422	-18.4%	-95
Scarboro	1969	1,144	931	-18.6%	-213
South Calgary	2019	4,442	4,442	0	0
Sunalta	2015	3,454	3,239	-6.2%	-215
Upper Mount Royal	1969	3,147	2,478	-21.3%	-669

*note that the communities of Richmond and North Glenmore Park are only partially included in the West Elbow Communities. Population data for those communities in the above table reflects their total population.

Map 1: Location

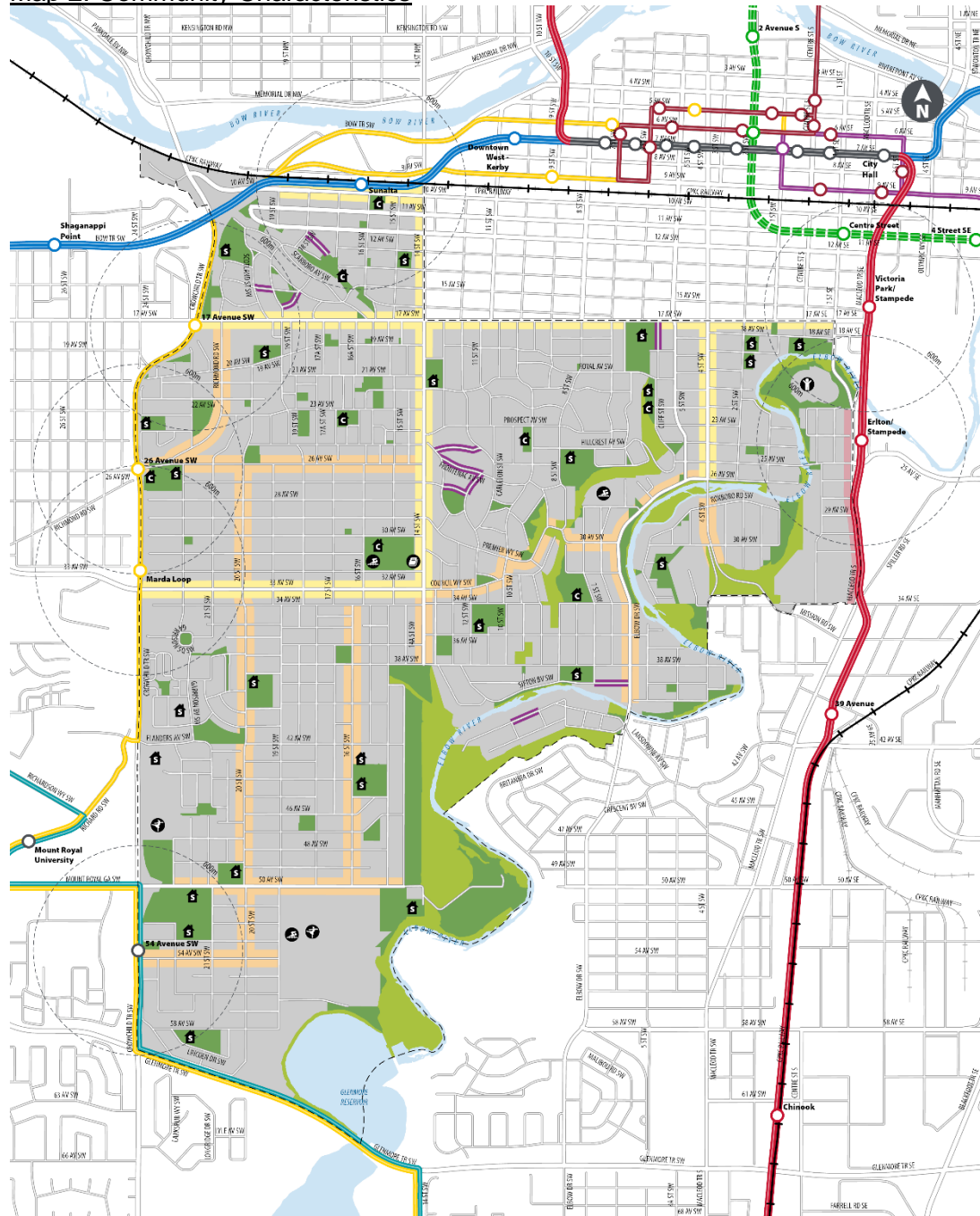


- Legend**
- Community Boundary
 - - - Plan Area Boundary

Planning Evaluation

The Plan implements the strategic goals and objectives of The City's municipal development plan at the local level. The Plan's future growth concept aligns with direction from the municipal development plan by supporting intensification around Main Streets and in transit station areas. The Plan also supports continued incremental evolution and change within primarily residential areas including the potential for increased development intensities along community corridors, nodes and the Primary Transit Network.

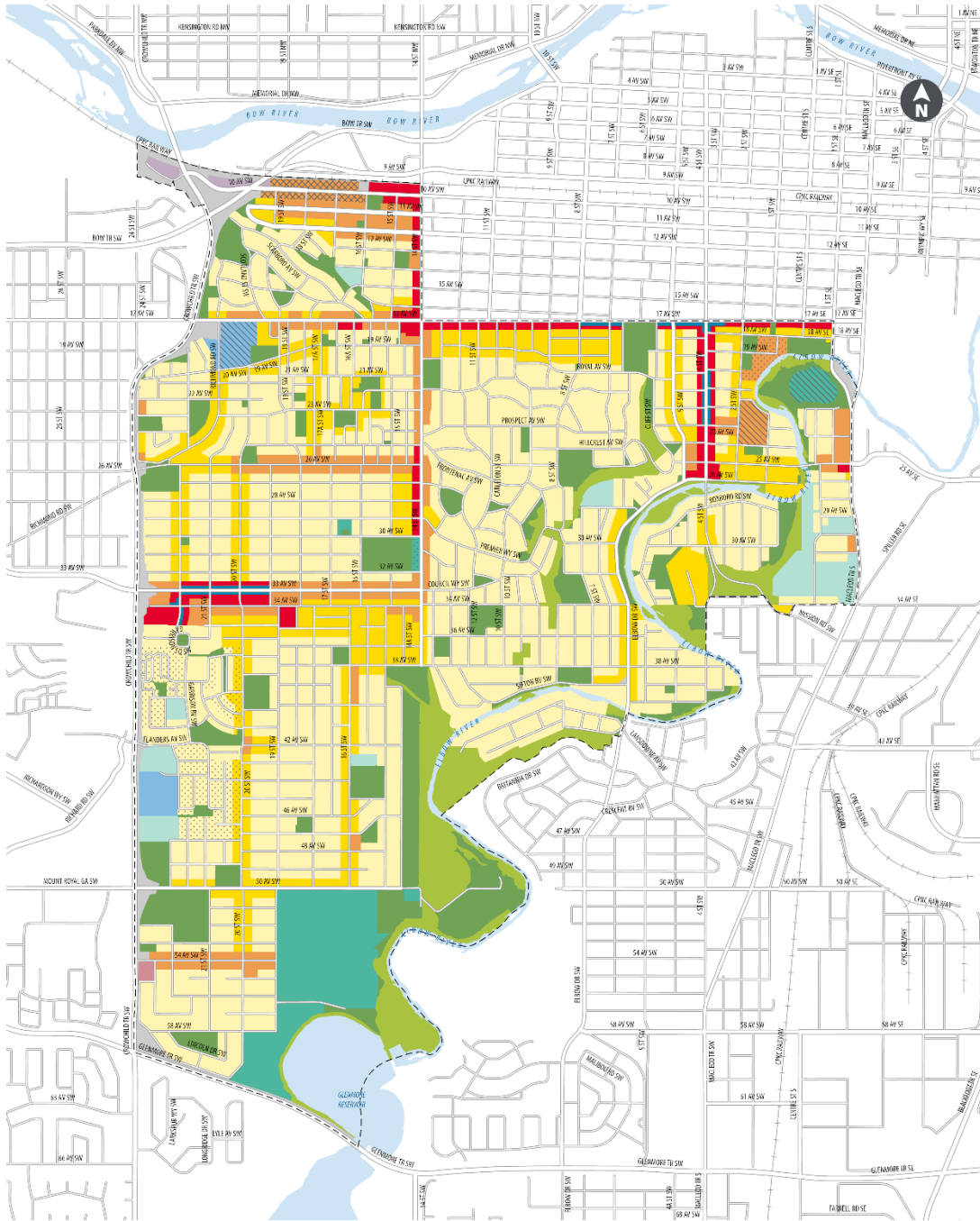
Map 2: Community Characteristics



Legend

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Map 3: Urban Form



Legend

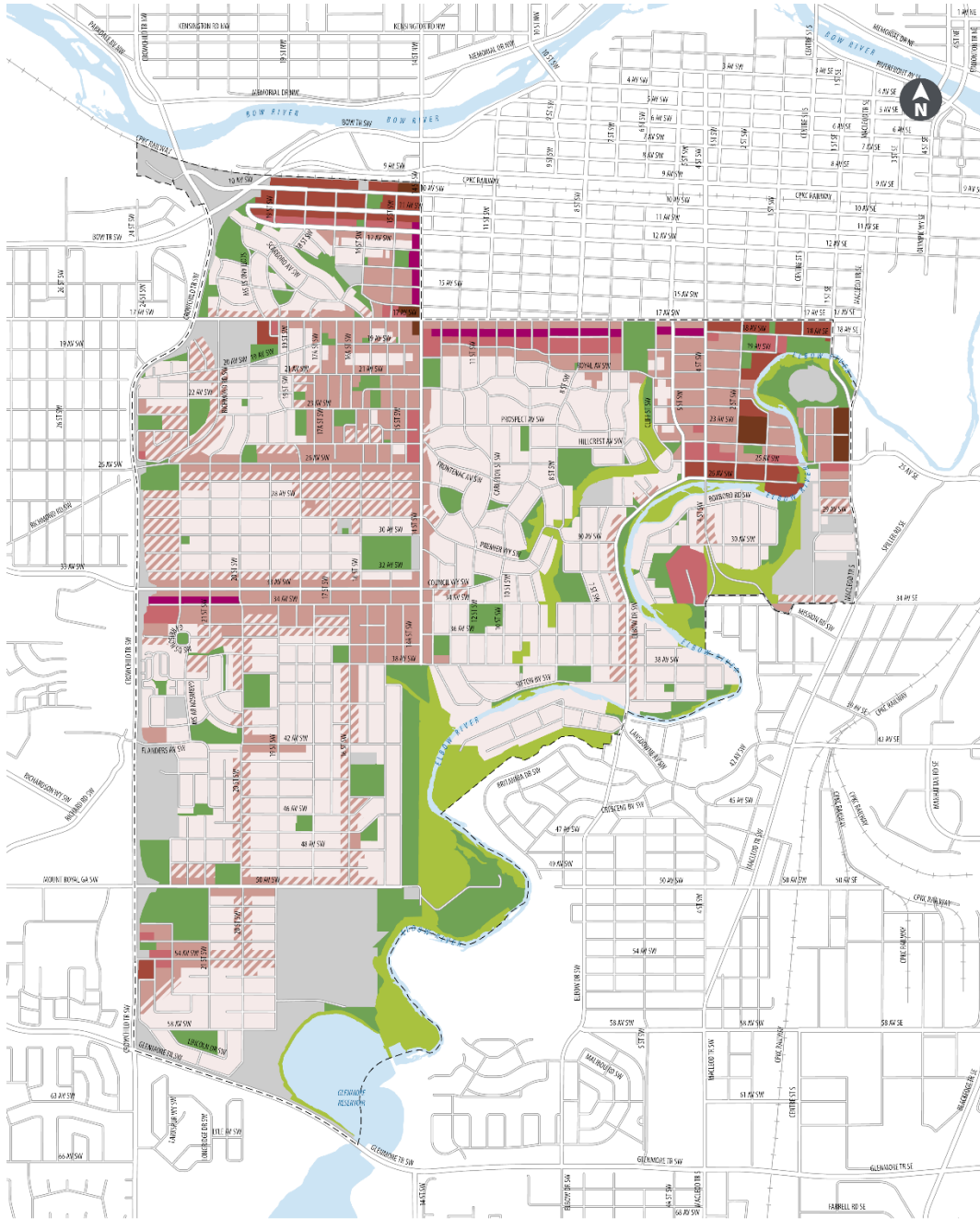
Urban Form

- | | | | |
|--------------------------|---------------------------|--------------------------------------|-----------------------------|
| Neighbourhood Commercial | Industrial General | Private Institutional and Recreation | Industrial Transition |
| Neighbourhood Flex | Natural Areas | Regional Campus | Special Policy Area |
| Neighbourhood Connector | Parks and Open Space | No Urban Form Category | Active Frontage |
| Neighbourhood Local | City Civic and Recreation | Plan Area Boundary | Comprehensive Planning Site |

Additional Policy Guidance

- Comprehensive Planning Site

Map 4: Building Scale



- Legend**
- Limited (up to 3 Storeys)
 - Low (up to 4 Storeys)
 - Low (up to 6 Storeys)
 - Mid (up to 12 Storeys)
 - Low - Modified (up to 4 Storeys)
 - High (up to 26 Storeys)
 - Highest (over 26 Storeys)
 - Modified Building Scale Area
 - No Scale Modifier
 - Natural Areas
 - Parks and Open Space
 - Plan Area Boundary

Policy Areas

Main Streets

The Plan includes six Main Streets: 10 Avenue SW, 17 Avenue SW, 33 Avenue SW, 14 Street SW and 4 Street SW are identified as Neighbourhood Main Streets and Macleod Trail S is identified as an Urban Main Street. All of these Main Streets form an interconnected network of active commercial streets, supporting high levels of pedestrian activity and connection between these areas, and are all located along the Primary Transit Network. Each of these Main Streets, and individual sections of each street, have a unique character and function. The urban form categories, building scale modifiers and policies applied to each of the Main Streets reflect their unique character.

Common policies that apply to all Main Streets are found in Section 2.5.1. Main Street policies which include improving public space, ensuring good urban design to support the increased pedestrian activity and ensuring compatibility with heritage assets in these areas. Additionally, there are common shadow policies to minimize and mitigate the impact of shadows on the pedestrian environment, with a more specific shadow policy for portions of the 17 Avenue SW and 33 Avenue SW Main Streets.

Generally, Low Scale (up to 6 storeys) has been applied to the majority of Main Streets to allow for future growth while ensuring a pedestrian-scaled environment. Taller buildings are supported in strategic locations including transit station areas and in close proximity to Main Streets, to allow for higher scale growth along nodes and corridors while reducing negative impacts of tall buildings on the public sidewalk. Low-Modified (up to 4 storeys) and Limited Scale (up to 3 storeys) have been applied in areas with access constraints and constraints due to lot depth or irregular lot configurations.

The Neighbourhood Commercial urban form category is applied to areas with existing commercial concentrations along Main Streets, to reinforce areas of high pedestrian activity, with areas of the highest activity having Active Frontage modifiers applied. Neighbourhood Flex is generally applied to areas of Main Streets without existing commercial concentrations to allow for flexibility in ground floor use and allow the market to determine the mix of uses, given the changing nature of retail, online shopping and other factors that will influence the provision of street-fronting retail in the future. Neighbourhood Connector is applied to areas of Main Streets with access constraints, such as flanking lots.

Transit Station Areas

There are two LRT transit station areas within the Plan area: Sunalta LRT Station on the Blue Line and Erlton LRT Station on the Red Line. The Victoria Park/Stampede LRT Station on the Red Line lies just outside the plan boundary. There are four MAX BRT transit station areas within the Plan area: 17 Avenue SW Station, 26 Avenue SW Station and Marda Loop Station are all located on Crowchild Trail SW for the MAX Yellow BRT and 54 Avenue SW Station for the MAX Yellow and MAX Teal BRTs, located on Crowchild Trail SW.

Section 2.5.4 outlines common policies for all transit station areas, which are delineated into Core Zones and Transition Zones. Transit station area policies include encouraging improved public space adjacent to transit stations, providing incentives for non-market housing, specifying parking locations, vehicular access and loading and servicing, discouraging vehicle-oriented uses and allowing for additional building scale where various public benefits are provided. Additional policies specific to BRT transit station areas are included in Section 2.5.4.4 such as facilitating lane closures or reconfigurations where pedestrian access to the station can be improved, public space design and vehicular circulation and safety.

Building scales in transit station areas are some of the highest building scales in the Plan, particularly around the Sunalta, Victoria Park/Stampede and Erlton LRT Stations. Generally, the highest building scales are found closest to transit stations and decreases further away from the stations. Urban form categories in transit station areas generally support higher activity, applying the Neighbourhood Commercial, Neighbourhood Flex or Neighbourhood Connector urban form categories in close proximity to the station. Lower building scales and Neighbourhood Local are applied where lot configurations, limited access or other constraints make higher scale development more difficult.

Community Corridors

Ten community corridors are identified in the Plan: 4 Street SW (south of the Elbow River), 14 Street SW (south of 33 Avenue SW), 16 Street SW (south of 34 Avenue SW), 20 Street SW (between 26 Avenue SW and 54 Avenue SW), Elbow Drive SW, Richmond Road SW, 26 Avenue SW (west of 14 Street SW), 50 Avenue SW, 54 Avenue SW and the corridor formed by Council Way, Premier Way and 30 Avenue SW. Community Corridors are pedestrian-focused streets that are intended to support low- to moderate-growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors serve as important links connecting services, amenities and communities to one another.

Community Corridors are primarily identified as Neighbourhood Connector with portions of Neighbourhood Flex in strategic locations or where commercial uses already exist and Neighbourhood Local in primarily residential areas. Building scales along the Community Corridors vary based on the local context and existing streetscape, ranging from Limited Scale (up to 3 storeys) to Low Scale (up to 6 storeys), other than the 54 Avenue SW community corridor which has higher building scales close to the 54 Avenue MAX Yellow and Teal Station.

Heritage Guideline Areas

The West Elbow Communities contain the largest concentration of heritage assets in Calgary (approximately 46% of all heritage assets in the city). Heritage assets are residential buildings built prior to 1945 that significantly retain their original form and architectural details of the building. The Heritage Guidelines (Guidelines) included in the Plan ensure that new residential development within identified Heritage Guideline Areas is contextually sensitive and consistent with existing heritage assets.

The Guidelines encourage new residential development to draw design reference from nearby residential heritage assets in ways that complement the unique and historic qualities of the Heritage Guideline Areas while still allowing for modern designs. Public feedback on the Guidelines was generally supportive, with some members of the public wishing for more prescriptive regulations, and others wanting more flexibility in design. The guidelines strike a balance between these perspectives.

The Guidelines address general characteristics of buildings rather than enforcing strict architectural rules and are divided into four general sections: Site and Landscape Design, Roofs and Massing, Front Facades and Windows, Materials and Details. The Guidelines reference key building elements common among residential heritage assets in the West Elbow Communities while not prescribing design or architectural styles for new development. The Guidelines do not limit the specific number of dwelling units or housing type nor prevent the development of a variety of housing types in the Heritage Guideline Areas. Guidelines for multi-residential buildings have also been developed for the Plan considering several Heritage Guideline Areas exist within areas that support higher building scales.

Comprehensive Planning Sites

Three Comprehensive Planning Sites are identified in the Plan: the Richmond Road Diagnostic and Treatment Centre (former Children's Hospital), The MNP Community and Sport Centre and the former Holy Cross Hospital site.

Comprehensive Planning Sites provide direction for one or more parcels where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private infrastructure, such as internal publicly accessible private streets that service the site and are envisioned to redevelop over time in a way that integrates well with the surrounding community.

Special Policy Areas

There are three Special Policy Areas within the West Elbow Communities: the Cathedral District, the Giuffre Family Library/Fire Station No. 5 and Garrison Woods.

The Cathedral District Special Policy Area contains policies that require new development to be sensitive to existing historic resources in the area including St. Mary's Cathedral, Rectory and Parish Office, the Sacred Heart Convent and the C.N.R Station (former St. Mary's Parish Hall). The building scale in this area is reduced unless associated historic resources are designated and protected. This Special Policy Area was largely adapted from the existing Mission Area Redevelopment Plan but also reflects public desire for retention of important historic resources in the Mission community.

The Giuffre Family Library/Fire Station No. 5 Special Policy Area contains policies that guide the future redevelopment of the site, encouraging the creation of an integrated civic facility, along with the potential for non-market housing.

Finally, the Garrison Woods Special Policy Area provides policies to ensure new development in this area reflects the historic nature and history of the former military base, particularly the renovated PMQ (private married quarters) housing. This Special Policy Area was added after receiving public feedback that requested policy that reflected the unique military history and design of the community.

Addressing Housing Needs

The West Elbow Communities has a unique cluster of amenities and services including six Main Streets, two regional recreation facilities (Glenmore Athletic Park and MNP Community and Sport Centre) and the Elbow River pathway system. The area is also adjacent to the greater downtown. These factors lead to the West Elbow Communities being highly desirable, resulting in both strong demand for new housing and high prices for various housing types.

Throughout the Plan's engagement process, we heard a large amount of feedback from various members of the public on the need for more affordable housing, a greater variety of housing options, while also respecting the character of existing communities, particularly areas with concentrations of heritage assets. By providing a variety of housing options including single-detached, semi-detached, row homes, townhomes, and multi-residential, people of all ages can find suitable accommodations that fit their lifestyle and needs. The Plan takes a balanced approach by applying low-scale growth (such as single-detached, semi-detached, rowhouses and secondary suites) throughout the Plan area and focusing moderate- to large-scale growth in key locations including transit station areas, Main Streets, and the Primary Transit Network.

The West Elbow Communities are incredibly diverse in terms of their respective housing forms, densities, and demographics. These differences amongst the West Elbow Communities create unique challenges and opportunities in addressing housing needs for the future. The approach taken in the Plan was to balance a consideration of technical and spatial factors (such as proximity to transit, lot configurations, topography and servicing), policy considerations (such as direction from The City's municipal development plan and housing affordability strategy), market factors (such as growth rates, development trends and demographic changes), equity considerations (equitable access to housing, services and amenities) and public feedback provided throughout the process. The various building scales and urban form categories shown in Maps 3 and 4 of the Plan are a result of this balancing of factors.

To better accommodate the evolving needs of residents in the Plan area, providing opportunities for a wider variety of housing options, including single-detached homes, semi-detached homes, rowhouses/townhouses and apartments, is essential. It is acknowledged that different communities have different considerations, but with the overall view towards providing increased and more diverse housing choices for the future while respecting heritage character in areas with concentrations of heritage assets. This will enable the community to adapt to their own changing needs over time by providing flexible living options that cater to various demographics and life stages, while ensuring that all residents can find suitable accommodation as their circumstances and lifestyles evolve.

The City's municipal development plan supports development of a greater range of housing options to support changing household needs and trends of all Calgarians. By providing a variety of housing types including single-detached, semi-detached, row homes, townhomes, and multi-residential, residents can stay in their communities throughout their lives and communities can attract people from all ages and stages of life. It can also support aging in place, allowing residents who want to down-size or find alternative accommodations to continue living in their community.

Engagement

The West Elbow Communities Local Area Planning Project spanned more than two years and included four phases of public participation and 66 public engagement events. A working group comprised of community association representatives, residents, Business Improvement Area representatives and industry members provided feedback throughout the engagement process.

A separate heritage working group comprised of community association representatives, residents, industry members and heritage advocacy organizations provided feedback specifically on the creation of the Heritage Guideline Areas policy. Engagement sessions were also conducted with specific groups, including community associations, University of Calgary students and Mount Royal University students.

Public input is one of the five key considerations when developing a local area plan. Through each phase, public feedback was gathered, reviewed and considered, resulting in refinements to the Plan. The project team heard a variety of feedback and balanced the feedback through refinements to policies and maps within the Plan. In addition to public input, there are four other key considerations including context and trends, city policies such as The City's municipal development plan, and other higher-order policies, professional expertise on best practices, technical feasibility, and equity. As the local area planning process is iterative, all five key considerations are incorporated in developing the Plan over time. What We Did and What We Heard Reports were shared for each phase of the project and are included as links in Attachment 4.

Changes to the Plan resulting from public feedback included revisions to the Urban Form and Building Scale maps. Throughout all phases of the project, feedback about location-specific comments on future moderate- to large-scale growth were received. The [Summary of Map Changes](#) illustrates the key changes made to the maps between each phase of the project. Policies throughout the Plan were also refined and added based on public feedback such as concerns related to levels of transit service, community context, topographical challenges, compatibility with heritage homes, pedestrian safety, and shadowing on Main Streets. Generally, changes to the Building Scale maps based on public feedback resulted in decreases to intensity with some exceptions of increases to intensity, particularly around transit stations.

Legislation and Policy

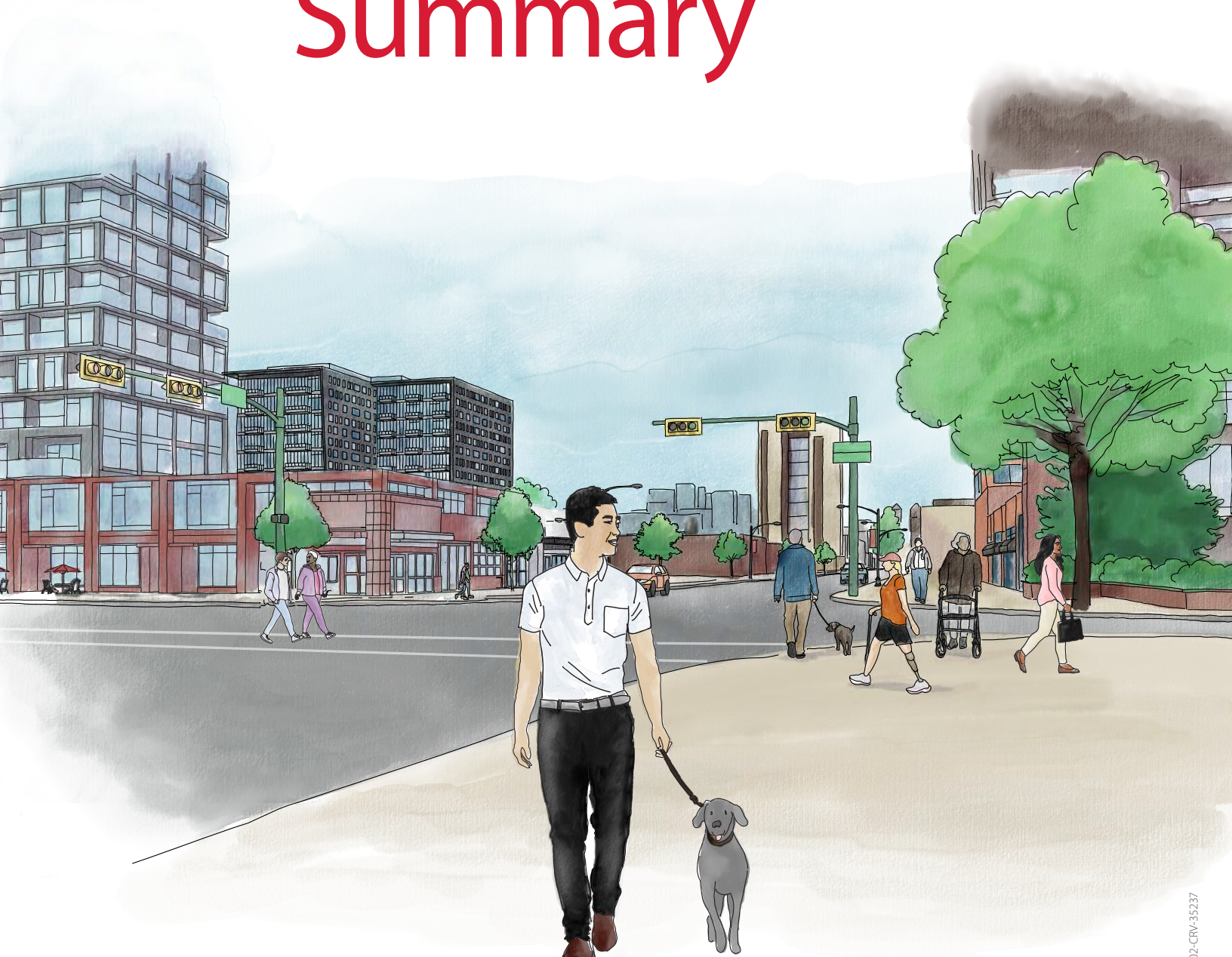
South Saskatchewan Regional Plan (2014)

The Plan and recommendations in this report have considered, and are aligned with, the policy direction of the South Saskatchewan Regional Plan which directs population growth in the region to cities and towns and promotes the efficient use of land.

Municipal Development Plan (2009)

The City's Municipal Development Plan (MDP) establishes overall goals and directions for decision making about growth, future land use, mobility networks, servicing, and investment for all of Calgary. The Plan aligns with policies found in the MDP and further supports growth and change at a local level. The Plan envisions accommodating growth and change in key areas such as in close proximity to transit, Main Streets, and to increase housing diversity throughout the West Elbow Communities.

Final Engagement Summary



24-0042502-CRV-35237

Together, over nearly two years with thousands of participants, a local area plan for the West Elbow Communities was created.

A robust multi-phased public engagement process was undertaken to create the West Elbow Communities Local Area Plan (Plan). Thousands of ideas and comments were shared, compiled, reviewed, and used to shape and refine content and concepts within the Plan.

West Elbow Communities



Highlights: Public Participation

Between summer 2023 to winter 2025, conversations about where, why and how revitalization and redevelopment should happen took place with a range of participants. Thousands of individuals were involved in the creation of the Plan.

From youth to seniors, residents and business owners, community association, Business Improvement Areas and development industry representatives, and dedicated and diverse working groups that provided in-depth insights and feedback.

1.5+ years in **4 phases** of public participation to create the West Elbow Communities Local Area Plan.

3.4K+ instances of **direct engagement participation**

113 days of **online engagement**



2.78M advertisements displayed

25K+ instances of **involvement**

66 engagement sessions

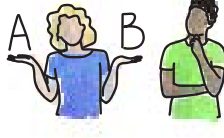
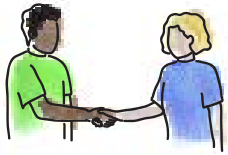
123K+ engagement booklets mailed

6K+ contributions submitted

- 11** community association sessions
- 8** working group sessions
- 5** heritage working group sessions
- 22** public sessions
- 12** walking tours
- 6** student sessions
- 2** landowner/development industry sessions



Engagement Approach



Phase 0: Discover

Pre-project research, relationship building, and knowledge transfer.

Phase 1: Envision

Looking back at the past, understanding the present and envisioning the future of the area.

Phase 2: Explore

Exploring where and how growth and change could happen in the area.

Phase 3: Refine

Refining the plan and confirming the community improvements.

Phase 4: Realize

Committee and Council review and decision.

A multi-phased approach enabled discussion, consideration, creation and refinement of the Plan with participants over time. Information and education about key considerations, benefits and tradeoffs were woven directly into the engagement topics within each phase to build participant capacity as each chapter of the local area plan was engaged on and refined.

A multi-phased approach allowed for education and discussions to start at a broad and visionary level and progress to become more focused and refined through the process. The Plan itself goes from visionary (Chapter 1) to more focused local-specific guidance and direction (Chapter 2), to very specific investment priorities and implementation options (Chapter 3). Aligning the phases of engagement to the creation and refinement of each chapter provided participants with iterative opportunities for feedback with clear outputs at the end of each phase.

"Yes! We need more higher density housing options for Calgary. Develop 1st/ground level shops with floors above for residence."
— Participant



Engagement Guiding Principles

1. Phased Program

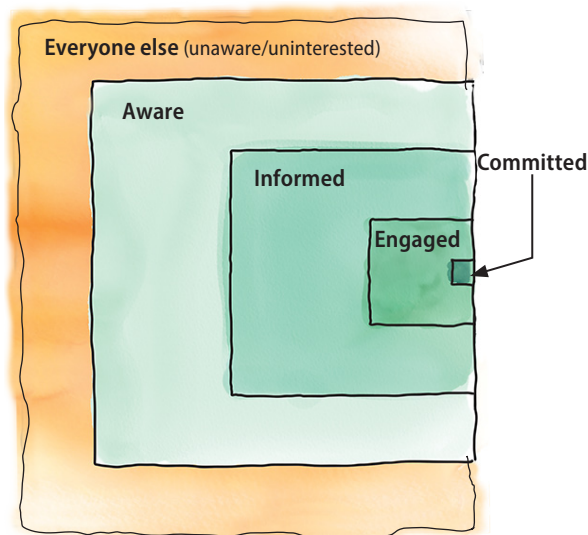
The engagement process for the West Elbow Communities Local Area Planning project was designed as a multi-phased approach. Input was collected at key intervals throughout the planning process to help influence the Plan as it was created and to provide multiple touch points and opportunities for participants to get involved.

2. Inclusive Process

The needs of participants were considered through the process and the project team removed as many barriers to participation as possible. Effort was made to ensure public engagement was accessible to all, despite potential limitations that might prevent them from being included in the process. A key objective was to ensure that at the very least, people within the area were aware of the opportunity to participate and understood that we were interested in hearing from them. Accessibility accommodations were also available for engagement by request via 311.

3. Participation Interests & Intensity

Out of thousands of participants within the West Elbow Communities, we know that people will land in various places in terms of their participation interest level. Despite our best efforts, some people will never really be aware or are simply uninterested in getting involved, some are highly engaged and committed, and many fall somewhere in between. The engagement process was designed to cater to a broad spectrum of participation interests and intensities—based on the corresponding levels of interest, time and commitment participants wanted, and were willing and able to commit to.



A broad mix of communications and engagement tools and techniques were used to ensure people were reached and able to get involved at a level and through a method that best suited their needs. The tools and techniques used for the West Elbow Communities Local Area Plan project were informed by: communications and engagement best practices, local demographics and socioeconomic information, participant feedback and lessons learned through the project.

4. Grassroots Conversations

Throughout our engagement process, there was a focus on getting out into the community, building relationships and building mutual and shared understanding. We aimed to achieve this by getting the project team out in the community to meet people where they are, igniting interest and involvement in conversations about change and redevelopment. We ensured the project team met people face-to-face where possible, but also virtually to make sure everyone was able to get involved. Toolkits were also provided directly to community leaders with existing community connections to support community-based conversations. A key objective was to ensure the topics being discussed and opportunities for involvement were presented and discussed in ways that were clear, understandable and inviting. Another key objective was to be open, honest and transparent in all conversations and to be available to meet and answer questions at any time through the process.

5. Clear Engagement Reporting

Transparency and an open process was demonstrated through clear reporting and connecting the dots between the input that was provided and how it was considered as decisions were made through the process. What We Heard reports that shared verbatim feedback and themes were created and shared following each phase of engagement. What We Did reports were also created for each phase of the project, outlining how the project team considered and responded to each of the key themes that emerged through each phase of the project.

Opportunities for Involvement

A variety of opportunities for involvement were available through the process that aimed to accommodate a range of participation interest and intensities (high, medium, low) and remove a range of barriers to participation (time, understanding, trust, audio/visual, mobility, internet, language, etc.).

West Elbow Communities Working Group Sessions

The West Elbow Communities Local Area Planning project offered the opportunity to apply to join a multi-community working group – this would be considered a high-interest/high-intensity opportunity. The working group was designed to have more in-depth discussions, diving deeper into public feedback and guiding planning policy, and building on the knowledge and insights of previous sessions.

Through a recruitment process, 43 members of the broader community, community associations, Business Improvement Areas and development industry representatives were selected to participate in dialogue on the planning interests of the entire area. The working group participated in a number of sessions where they brought different perspectives, viewpoints, ideas and concerns to the table. The working group expanded on the ideas and concerns shared by the broader community and acted as a sounding board for the project team as content and concepts for the local area plan were drafted.

West Elbow Communities Heritage Working Group Sessions

This working group provided feedback on the Heritage Guidelines, worked together to define Heritage Guideline Areas and establish heritage defining characteristics for these areas – while building on the vision and core values developed for the Plan. Heritage Guidelines will help ensure new development complements identified heritage assets within the West Elbow Communities.

Through a recruitment process, 31 members of the broader community, community associations, heritage advocacy groups, and development industry representatives were selected to participate in dialogue on the Heritage Guidelines of the identified Heritage Guideline Areas.

In-person & Virtual Engagement Sessions (public, community association, and development industry representatives)

In-person and virtual engagement sessions were offered to the general public as medium interest/medium intensity opportunities. Virtual engagement sessions were offered throughout the project via Microsoft Teams as a method to engage virtually and directly with the project team. In addition to the public opportunities, in-person and virtual engagement sessions were also offered for community association board members, students, institutions, and development industry representatives.



**"I would love to see more more tailored / bespoke and renovation priority for local green spaces."
— Participant**



Mailed Engagement Booklets

Engagement booklets were mailed to households and businesses in the West Elbow Communities area to ensure people were aware of the project, had key information directly in their hands and had the option of mailing a feedback form as an alternative option to in-person, virtual or online engagement. Mailed engagement booklets that included a pre-paid feedback form were an alternate medium interest/medium intensity way to provide feedback (pre-paid postage was included to reduce financial barriers associated to return postage fees).

Engagement Stations

In-community Engagement Stations were placed at high-traffic and accessible locations throughout the West Elbow Communities to ensure a physical presence in the community to help raise awareness and as vessels to share information and collect feedback. In addition, if someone did not receive a mailed engagement package or booklet, they were able to pick one up at one of the 16 Engagement Stations in the Plan area or download a booklet online.

Online Engagement

Online engagement opportunities were offered as a low-medium interest/intensity opportunity. Online engagement at calgary.ca/WestElbowPlan was available within each phase for weeks at a time as an option for people to get involved at a time and place that worked for them. Within each phase of the project, multiple topics were open for input. Online engagement provided people with a quick and easily accessible opportunity to get involved.

Community Walking Tours

Community walking tours were held with community association and Business Improvement Areas representatives, and community members out in various communities. The project team met with those who were interested in discussing specific aspects of different communities face-to-face and out on the ground.

"We need need to be flexible and conducive to new businesses coming to areas. Cities need amenities, close to home, work that you don't need a car to live in the city. I don't own a car in Calgary. A commute to work on my bike year-round. I think the maps allow for a good separation between residential/business/green space/cars/industrial."

— Participant



Engagement Summary

Phase 1: Envision

This phase was focused on looking back at the past, understanding the present and envisioning the future of the area. In addition to broad public outreach and engagement, meetings and engagement took place with targeted groups from September 2023 to April 2024.



Total **ADS DISPLAYED**

760K+

Total **INVOLVED**

5,300+

Total **ENGAGED**

1,050+

Total **CONTRIBUTIONS**

2,800+

How was input used?

Input was used to create and refine the first chapter of the local area plan including the history section, the current context section and the draft future vision and core values. Input was also used to inform initial growth focus areas and development policies that will be engaged on in the second phase of engagement.



What we heard

Check out the full **What We Heard Report** online at calgary.ca/WestElbowPlan

Building Awareness

Tools used to build awareness of the project and opportunities to get involved included:

- **Engagement booklets**
Education and engagement booklets mailed directly to all homes and businesses in the area.
- **Engagement Stations**
16 Engagement Stations were also installed to raise awareness and provide additional education and engagement booklets to community members.
- **Street Level Signs**
13 large-format street level signs located in high-traffic areas.
- **Digital Restobar Ads**
Washroom Network ads in restaurants and bars in the area.
- **Social Media Ads**
Two waves of geo-targeted social media ads (Facebook, Twitter, Instagram, Nextdoor).
- **Video Ads**
Geo-targeted video ads on YouTube.
- **Elevator Ads**
Residential network elevator ads.
- **Community Newsletter Ads**
Full page advertisement in the local community newsletters.
- **Email updates** to project subscribers.
- **Communications toolkits** provided to local community associations and Ward Councillors to make it easy to help spread the word through their established communications channels and networks.

Love the connection to the river, and accessibility to the downtown and surrounding areas.

– Participant

Focus of Engagement

This phase was focused on the creation and refinement of the first chapter of the local area plan. Engagement was focused on looking back at the past, understanding the present and envisioning the future of the area.

- **Topic 1: PAST** – the area’s history and roots
- **Topic 2: PRESENT** – the area as it exists today
- **Topic 3: FUTURE** – the next 30 years

An Initial Draft of CHAPTER 1 of the local area plan was also available for review and feedback.



Opportunities for Involvement

Public education and engagement booklets – magazine-style education and engagement booklets mailed to all households and businesses in the Plan area with the opportunity to respond and mail back the feedback form (pre-paid return postage provided). Booklets were also available for pick up at 16 Engagement Stations through the plan area.

- **Online public engagement**
Opportunity to provide feedback online via desktop or mobile device.
- **In-person public engagement**
Opportunity to meet the project team face-to-face, ask questions and provide feedback.
- **Virtual public engagement**
Multiple opportunities to meet the project team online, ask questions and provide feedback.
- **Working group sessions**
Three sessions where the working group and project team were able to dig deeper into discussions related to asset mapping, vision and core values and focus areas for growth.
- **Heritage guidelines working group sessions**
Two sessions for the working group to provide feedback on heritage guidelines so that new development complements identified heritage assets within the West Elbow area.
- **Community association sessions**
Three sessions for community association members to learn more, ask questions and provide feedback.
- **Development industry sessions**
Two sessions for landowners, developers or industry representatives to learn more, ask questions and provide feedback.

We should be encouraging housing options that are accessible (physically, financially, etc) to all income levels and lifestyles.
— Participant



Engagement Timeline

Phase 0: DISCOVER

This phase included pre-project research, awareness building and knowledge transfer.

NOTE: Phase 0 outreach efforts not included in Phase 1 engagement summary above.

Prior to the project's official launch, meetings and walking tours with local community leaders including community association and Business Improvement Areas representatives, were held to share information and get to know each other.

There is too much construction. Change from bungalows to two story houses which tend to eliminate all mature trees but the City owned trees. More traffic, noise, pollution.

- Participant



- **June 1, 2023:**
Virtual Meeting with with Erilton Community Association Representatives
- **June 2, 2023:**
Walking Tour with Elbow Park Residents Association Representatives
- **June 13, 2023:**
Community Association Meeting – Phase 0 (Virtual)
- **June 16, 2023:**
Walking Tour with Marda Loop Community Association Representatives
- **June 19, 2023:**
Community Association Meeting – Phase 0 (Virtual)
- **July 5, 2023:**
Walking Tour with Sunalta Community Association Representatives
- **July 19, 2023:**
Walking Tour with Rideau Roxboro Community Association Representatives
- **July 19, 2023:**
Walking Tour with Scarborough Community Association Representatives
- **July 20, 2023:**
Walking Tour with 17th Avenue BIA Representatives
- **July 20, 2023:**
Walking Tour with 4th Street BIA Representatives
- **July 26, 2023:**
Walking Tour with Marda Loop BIA Representatives
- **September 13, 2023:**
Walking Tour with Cliff Bungalow-Mission Community Association Representatives
- **September 27, 2023:**
Walking Tour with Bankview Community Association Representatives
- **October 18, 2023:**
Walking Tour with Richmond Knob Hill Community Association Representatives
- **October 28, 2023:**
Walking tour with North Glenmore Park Community Association Representatives

Engagement Timeline

Phase 1: ENVISION

This phase focused on looking back at the past, understanding the present and envisioning the future of the area.

My community
is becoming more and more
walkable, and there are some
good examples of gentle density
being built here and there.

– Participant



September 19 to October 23, 2023:

- » **Engagement Booklets** mailed to residents and businesses
- » Engagement Booklets available for pick up at **16 Engagement Stations**
- » **Online engagement** open for feedback
- » **Working Group** Applications accepted

September 20, 2023:

Community Association Meeting – Phase 1 (Virtual)

September 25, 2023:

Community Association Meeting – Phase 1 (Marda Loop Communities Association)

October 3, 2023:

Public Engagement Session (Virtual)

October 11, 2023:

Public Engagement Session (Scarboro Community Association)

October 23, 2023:

Public Engagement Session (Virtual)

December 12, 2023:

Working Group Engagement Session #1: Asset Mapping (Marda Loop Communities Association)

January 23, 2024:

Working Group Engagement Session #2: Vision & Core Values (Virtual)

January 31, 2024:

Heritage Working Group Engagement Session #1: Key Values and Character Defining Elements (cSPACE Marda Loop)

February 7, 2024:

Development Industry Session #1 (Virtual)

February 28, 2024:

Heritage Working Group Engagement Session #2: Refining Character Defining Elements and Heritage Guideline Area Boundaries (Virtual)

March 5, 2024:

Working Group Engagement Session #3: Focus Areas for Growth (The Military Museums)

April 16, 2024:

Development Industry Session #2 (Virtual)

What We Heard

This phase was focused creation and refinement of the first chapter of the local area plan. Engagement was focused on looking back at the past, understanding the present and envisioning the future of the area.

Key Themes Heard

Key themes heard from participants through the first phase of the project included:

PAST: What is important for people to know about the area's history?

- Indigenous History
- Historical Significance
- Heritage Homes / Buildings

PRESENT: What do you love about the area and your community and why?


- Green Spaces/ Tree Canopy
- Access to Amenities/Services
- Single Family Home Community
- Heritage Elements

PRESENT: What are the challenges your area is facing and why?

- Affordability/ Housing Options
- Density
- Safety/Crime/Unhoused Population/Drug Use
- Traffic Safety/Parking

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

- Green Spaces/Tree Canopy
- More Amenities/Services/ Community Spaces
- Low Density
- Housing Affordability/ Housing Options
- Climate Resilience/ Sustainability
- Connectivity



The recreation is the BEST, we waited 2 years for the right house/location to come onto the market. I'm never moving again. Love the amenities here including the walking trails and dog park.
- Participant



How Feedback Was Actioned

Key Changes Made

Overall, feedback was used to refine the first chapter of the local area plan including refining the history section, refining the current context section and creating the draft vision and core values. Input was also used to inform initial potential focus areas for growth and development policies for review and discussion in the next phase of engagement.

Key changes made to the draft West Elbow Local Area Plan (Plan) based on feedback included:

1. West Elbow Communities' Plan boundary has been amended

The West Elbow Communities' Plan boundary has been amended to remove the West Village lands located in the community of Sunalta. These lands will be incorporated into the Greater Downtown boundary as part of the Calgary Plan. This was done in recognition of the current and future opportunities for the West Village lands, as a subject for transit-oriented development emphasized by its proximity to the Greater Downtown, Bow River, and Main Streets.

2. Historic home retention, heritage and housing diversity

We heard the public values the retention of historic homes and the need for new development to respect existing historic blocks. The draft core value: Housing for All, emphasizes the need for diverse housing options comprised of both newer and older homes, through providing opportunities for the retention of historic homes. As this local area plan is developed, policy tools including Heritage Guideline Areas will be explored to guide development in respect to surrounding historic blocks and properties. The engagement process for this Plan also includes a Heritage Working Group, made up of volunteer members from the community, representatives from community associations, heritage advocacy group representatives and members of the development industry, to contribute to the development of the Heritage Guidelines for the West Elbow Communities.

3. New approach to mapping

From lessons learned from other local area plans, we heard that when proposed growth areas were first presented, this information was difficult to interpret as the maps provided did not provide enough information regarding the building scale of potential growth. This Plan is taking an updated approach by using three categories of

potential focus areas for growth maps, that present more detail including existing and proposed heights, to guide more meaningful conversations. These potential focus areas for growth maps will inform the development of the draft urban form category and building scale maps to be developed through Phase 2.

4. Develop a Draft Vision and Core Values to reflect key considerations in the Plan Area

We heard considerations unique to the Plan's study boundary and applicable to all the West Elbow Communities. This included expanding the open space network and improving safety in public spaces to encourage more social connections. From this feedback, we developed a draft vision and core values to reflect these plan wide ideas. Further, we heard mention of specific areas, corridors and networks with development or investment opportunities or gaps. This included Main Streets, transit station areas and the Elbow River Valley. These locations have also been reflected in the draft vision and core values, and policy and investment opportunities will continue to be explored.

5. Support sustainable housing options and increase housing affordability

We heard that sustainable housing options and increasing housing affordability are important to the West Elbow Communities. In response, the draft Plan includes Housing for All as a draft core value which emphasizes the demand for diverse housing options to meet people's unique needs. The draft Plan also includes Climate Adaptation and Resiliency as a core value which supports developments built and operated sustainably, including reducing per capita greenhouse gas emissions. The project team will continue to explore policies to encourage climate friendly design and incentives to increase housing affordability.

Engagement Summary

Phase 2: Explore

This phase focused on exploring where and how growth and change could happen in the area. Engagement took place with the general public from May 28 - June 24, 2024, and with targeted groups from May through to September 2024.



Awareness building, education and engagement resulting in:

Total **ADS DISPLAYED**
692K+

Total **INVOLVED**
7,300+

Total **ENGAGED**
1,300+

Total **CONTRIBUTIONS**
2,000+



What We Heard

Detailed information about all outreach and engagement activities can be found on the subsequent pages and within the Phase 2 What We Heard Report at [Calgary.ca/WestElbowPlan](https://calgary.ca/WestElbowPlan).

Building Awareness

Tools used to build awareness of the project and opportunities to get involved included:

- Education and engagement booklets mailed directly to all homes and businesses in the area.
- 16 Engagement Stations were utilized to raise awareness and provide additional education and engagement booklets to community members.
- 18 large-format street level signs located in high-traffic areas.
- Two waves of geo-targeted social media ads (Facebook, Twitter, Instagram, Nextdoor).
- Geo-targeted ads on high-traffic websites and YouTube.
- Full page advertisement in six local community newsletters.
- Email updates to project subscribers.
- Communications toolkits provided to local community associations and Ward Councillors to make it easy to help spread the word through their established communications channels and networks.

Focus of Engagement

This phase was focused on creation and refinement of the second chapter of the Local Area Plan. Engagement was focused on where and how growth and change could happen in the area.

- **The Draft Vision and Core Values** — the big ideas, hopes and priorities for the area's evolution.
- **Potential Focus Areas for Moderate-to Large-Scale Growth** — where homes and businesses that are 4+ storeys might fit best.
- An Initial Draft of **CHAPTER 2** of the local area plan was also available for review and feedback.

I believe that making the West Elbow Communities a destination that promotes social connections, housing for all, and preserving natural areas is great.

– 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 16 Engagement Stations through the Plan area.

Online public engagement — opportunity to provide feedback online via desktop or mobile device.

In-person public engagement — opportunity to meet the project team face-to-face, ask questions and provide feedback.


Virtual public engagement — two opportunities to meet the project team online, ask questions and provide feedback.

Working group sessions — three sessions where the working group and project team were able to dig deeper into discussions related to asset mapping, vision and core values and focus areas for growth.


Heritage Guidelines working group sessions — one session for the working group to provide feedback on Heritage Guidelines so that new development complements identified heritage assets within the West Elbow area.

Community association sessions — two sessions for community association members to learn more, ask questions and provide feedback.

Conversation Series — two sessions to provide additional opportunity to connect with the project team to learn more about the project and ask questions.



We cannot plan to eliminate parking, or add infrastructure without the adequate amount of parking for residents and visitors.
— Participant



Perhaps if this area became more developed it could be transformed into protected cycle tracks to ensure that people on bikes don't have to give up their space.
— Participant



Engagement Timeline

Phase 2: EXPLORE

This plan lacks ambition and will not go far enough in addressing housing supply needs. Specific areas that worry me: I think the nodes and corridors are well placed, but 3-6 storeys is not even remotely tall enough for those areas.
– Participant



May 7, 2024

- » Community Association Meeting – Phase 2 (Virtual)

May 9, 2024

- » Community Association Meeting – Phase 2 (Sunalta Community Association)

May 28 to June 24, 2024

- » Engagement Booklets mailed to residents and businesses
- » Engagement Booklets available for pick up at 16 Engagement Stations
- » Online engagement open for feedback

May 30, 2024

- » Heritage Working Group Engagement Session #3: Review Updated Draft Heritage Guideline Area Maps and Policy Direction (cSPACE Marda Loop)

June 4, 2024

- » Public Engagement Session (Virtual)

June 5, 2024

- » Working Group Engagement Session #4: Urban Form and Building Scale (Virtual)

June 12, 2024

- » Public Engagement Session (Elbow Park Residents Association)

June 18, 2024

- » Public Engagement Session (Virtual)

June 25, 2024

- » Working Group Engagement Session #5: Key Areas for Urban Form and Building Scale Maps (cSPACE Marda Loop)

July 23, 2024

- » Working Group Engagement Session #6: Urban Form and Building Scale Maps; Implementation Options (Marda Loop Communities Association)

September 9, 2024

- » Conversation Series #1 (The Military Museums)

September 16, 2024

- » Conversation Series #2 (The Military Museums)

What We Heard and How Feedback Was Actioned

Key Themes Heard

Key themes heard from participants through the second phase of the project included:

TOPIC 1: Vision & Core Values


- Some participants are not supportive of the draft vision and core values and seek further refinement to reflect the West Elbow Communities. Other participants requested more clarity around the vision and core values.
- Some participants are generally supportive of the draft vision and core values as they are presented.
- Participants indicated they would like to see the area's history and importance of heritage more clearly reflected in the draft vision and core values.

TOPIC 2: Potential Focus Areas for Growth

- Participants expressed traffic, parking, and mobility concerns when talking about moderate to large-scale growth as proposed within the Plan area.
- Participants noted location-specific concerns with moderate to large-scale growth as proposed within the Plan area.
- Participants indicated opposition to the Plan and increased density.
- Participants noted concerns around the ability of current infrastructure and services to be expanded to handle increased density.
- Participants are concerned about potential effects increased density, growth and change could have on their neighbourhood.

Draft Chapter 2

- Participants are concerned with potential inequitable distribution of density across the Plan area.
- Participants expressed location-specific comments related to the draft chapters.
- Participants indicated opposition to the Plan and increased density.



I do believe this entire area will need improved mobility improvements (protected bike lanes, every 10 minute bus service) to support this growth.
– Participant



Key Changes Made

How Feedback Was Actioned

Key changes made to the draft West Elbow Local Area Plan (Plan) based on feedback included:

1. Refined Areas for Growth Around Strategic Locations

Areas of moderate-to-large scale growth were revised in various locations throughout the Plan area based on feedback received through engagement in Phase 2. Additionally, select areas previously considered for moderate- to large-scale development (four storeys or more) have been reduced to allow for development up to three storeys. For example, locations along Elbow Drive SW and Richmond Road SW previously proposed for four to six storeys have since been modified to allow for development up to four storeys, and other areas such as 10 Street SW and Carleton Street SW have been removed from higher density considerations and will remain to allow for development up to three storeys. The draft Urban Form and Building Scale maps shown in Phase 3 maintain moderate-to-large scale growth in strategic locations such as along Main Streets, around transit station areas, and along community corridors such as 26 Avenue SW and 16 Street SW.

2. Identified Desired Mobility Improvements

The project team received public feedback regarding desired mobility improvements throughout the Plan area. The Plan's draft Chapter 3, which focuses on community improvements, builds off the Plan's six draft core values, including the core value 'Safe and Convenient Mobility', which explores opportunities to improve mobility corridors. These improvements reflect key themes heard, including the need for better east-west connections, addressing missing links in the pathway network, and improving transit station areas. Phase 3 engagement will focus on opportunities to provide additional feedback on community improvements and investment priorities.

3. Developed Heritage Guideline Areas and a Heritage-focused Core Value

Heritage Guideline Areas have been drafted in areas of concentrations of heritage assets. New development within identified Heritage Guideline Area precincts will be required to contribute to the ongoing historic nature of those areas by requiring new development to be contextual and sensitive to surrounding historic buildings. Further, the draft core value 'Historic Places and Spaces' has been added to reflect the importance of heritage in the Plan area.

I believe the city should continue to invest in transit networks an infrastructure in this area to help manage increasing density.
- Participant



4. Identified Opportunities for Small-Scale Commercial

The project team has received feedback that some areas would benefit from allowing small-scale commercial interior to communities and along community corridors, allowing people to access amenities closer to home. In response, policies have been added to Chapter 2 that enable small-scale commercial throughout the communities of Bankview, South Calgary, Mission and Cliff Bungalow. Other locations and opportunities for well-integrated commercial uses will continue to be explored in Phase 3.

The map is ambitious and shows a responsible, yet visionary approach for this area.
- Participant



Sustainable, smart growth is critical: growth should not come at the expense of greenspaces, history, safety, or the environment.
- Participant



5. Drafted Shadowing Policy for Main Streets

The project team has received feedback about the importance of solar exposure along Main Streets such as 17 Avenue SW and 33 Avenue SW, particularly in areas with high amounts of pedestrian traffic. Draft Chapter 2 includes policy that may require building heights to be modified to meet shadowing policy requirements. For example, sites south of 17 Avenue SW and south of 33 Avenue SW are proposed to have a modified height maximum that reflects shadow studies to protect the adjacent Main Streets from shadowing at specified times.



What We Did

Additional information about key changes made can found within the **Phase 2 What We Did Report** at calgary.ca/WestElbowPlan

Engagement Summary

Phase 3: Refine

This phase was focused on refining the Draft Plan and confirming community improvement ideas. In addition to broad public outreach and engagement, meetings and engagement took place with the general public from September to October 2024, and with targeted participants from September to December 2024.



Awareness building, education and engagement resulting in:

Total **ADS DISPLAYED**
701,500+

Total **INVOLVED**
7,100+

Total **ENGAGED**
900+

Total **CONTRIBUTIONS**
1,100+



What We Heard

Detailed information about all outreach and engagement activities can be found on the subsequent pages and within the **Phase 3 What We Heard Report** at calgary.ca/WestElbowPlan

Building Awareness

Tools used to build awareness of the project and opportunities to get involved included:

- Education and engagement booklets mailed directly to all homes and businesses in the area.
- 16 Engagement Stations were utilized to raise awareness and provide additional education and engagement booklets to community members.
- 18 large-format street level signs located in high-traffic areas.
- Two waves of geo-targeted social media ads (Facebook, Twitter, Instagram, Nextdoor).
- Geo-targeted video ads on YouTube.
- Geo-targeted audio ads on Spotify.
- Full page advertisement in six local community newsletters.
- Email updates to project subscribers.
- Communications toolkits provided to local community associations and Ward Councillors to make it easy to help spread the word through their established communications channels and networks.

Focus of Engagement

This phase was focused on further discussing and refining how redevelopment and revitalization could happen in your community.

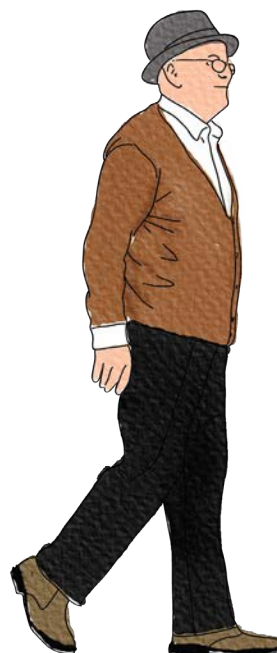
Topic 1: Heritage Guidelines

Topic 2: Draft Urban Form and Building Scale Maps

Topic 3: Community Improvements

A revised draft Chapter 1 & 2 and initial draft Chapter 3 of the Plan were also available for review and feedback.

"I think the city needs to very much reinforce expansion of the tree canopy across the city, including in these neighbourhoods."
– Participant



Opportunities for Involvement

Public education and engagement booklets – magazine-style education and engagement booklets mailed to all households and businesses in the Plan area with the opportunity to respond and mail back the feedback form (pre-paid return postage provided). Booklets were also available for pick up at 16 Engagement Stations through the Plan area.

Online public engagement – opportunity to provide feedback online via desktop or mobile device.

In-person public engagement – opportunity to meet the project team face-to-face, ask questions and provide feedback.

Virtual public engagement – multiple opportunities to meet the project team online, ask questions and provide feedback.

Working group sessions – one session where the working group and project team were able to dig deeper into discussions about the draft Urban Form and Building Scale Maps and ideas for potential future community improvements for the Plan area.

Heritage guidelines working group sessions – one session for the heritage working group to provide feedback on Heritage Guidelines so that new development complements identified heritage assets within the West Elbow area.

Community association / development industry / post-secondary institutions sessions – several sessions for community association, developers or industry representatives, and post-secondary students, to learn more, ask questions and provide feedback.

Community conversation series – two sessions to connect with the project team to learn more about the project and ask questions.

“I think we should be more strict about new developments in Heritage Areas when it comes to the design of these new homes.”

– Participant

“For this plan to work, we need improved public transit. We also need to continue to improve our bike and walking pathways, and to maintain them. It is important that bike pathways are a priority for snow removal in the winter. If we are going to have increased density, then we need to have less reliance on cars. I hope this plan goes forward.”

– Participant



Engagement Timeline

Phase 3: REFINE

(Refining the Plan and confirming the community improvement ideas.)

"Consider allowing the high-rise on the streets behind these flagship roads. Make very wide sidewalks mandatory so that café is an outdoor space for shops is available."

– Participant



- **September 4, 2024**
 - » Heritage Working Group Engagement Session #4: Review Draft Heritage Guideline Policy and Maps
- **September 10, 2024**
 - » Community Association Meeting – Phase 3 (Virtual)
- **September 12, 2024**
 - » Community Association Meeting – Phase 3 (Cliff Bungalow – Mission Community Association)
- **September 17 to October 15, 2024**
 - » Engagement Booklets mailed to residents and businesses
 - » Engagement Booklets available for pick up at 16 Engagement Stations
 - » Online engagement open for feedback
- **September 26, 2024**
 - » Public Engagement Session (Virtual)
- **October 2, 2024**
 - » Public Engagement Session (Marda Loop Communities Association)
- **October 3, 2024**
 - » Development Industry Session #2 (Virtual)
- **October 9, 2024**
 - » Public Engagement Session (Virtual)
- **November 5, 2024**
 - » Urban Calgary Students Association Session (Earth Sciences Building, The University of Calgary)
- **November 13, 2024**
 - » Pop-up session (Wyckham House, Mount Royal University)
- **November 21, 2024**
 - » Working Group Engagement Session #7 (Virtual)
- **November 25, 2024**
 - » School of Architecture Planning and Landscape Session (City Building Design Lab, University of Calgary)
- **November 28, 2024**
 - » Pop-up session (MacEwan Hall, University of Calgary)
- **December 9, 2024**
 - » Conversation Series #1 (The Water Centre)
- **December 12, 2024**
 - » Conversation Series #2 (The Water Centre)

What We Heard and How Feedback Was Actioned

Key Themes Heard

Key themes heard from participants through the first phase of the project included:

TOPIC 1: Heritage Guidelines

- Participants felt the Guidelines are too restrictive and did not encourage development.
- Participants felt the Guidelines do not go far enough, lacked prescription or the means for enforcement.
- Participants commented on the equitability of distribution of designated Heritage Guideline Areas across communities, and the omission of certain areas and buildings of certain ages from the Guidelines
- Participants made specific comments around the development of multi-residential and multistorey buildings in designated Heritage Guideline Areas
- Participants commented on design features and provided location- and building- specific feedback

Topic 2: Draft Urban Form and Building Scale Maps

- Participants provided location-specific feedback and suggestions across the West Elbow Communities LAP Plan area when talking about the proposed urban form and building scale growth maps as proposed (for example feedback on commercial use in Rideau/Roxboro and building heights in Erlton and the Holy Cross Centre site).
- Participants highlighted the importance of preserving neighbourhood tree canopy and green spaces.
- Participants expressed concerns around traffic and parking in their communities.
- Participants commented on their perception of inequitable distribution of density across the Plan area.
- Participants voiced concern about the potential effects of growth on privacy, shadowing and property values.
- Participants commented on the level of readiness of infrastructure in the Plan area to accommodate growth.



What We Heard

Additional information can be found within the **Phase 3 What We Heard Report** at calgary.ca/WestElbowPlan

Topic 3: Community Improvements

- Participants would like to see more walking and wheeling (Calgary's Pathway and Bikeway Network) connections throughout the Plan area.
- Participants suggested enhancements to the neighbourhood tree canopy, parks and green spaces.
- Participants commented on the need to consider traffic calming enhancements, sidewalk improvements and safety in general in the Plan area.
- Participants commented on the level of readiness of infrastructure in the Plan area to accommodate growth.
- Participants made location-specific comments and suggestions for community improvements.

**"I live in Mission, and something I hear from my neighbours all the time is that they love the proximity and variety of commercial areas, and the pedestrian and cyclist focus of the area. Being able to walk or bike to my daily needs means I don't need to use public transit so much, and they are the top reason I moved to this area and continue to enjoy living here."
– Participant**



Key Changes Made

How Feedback Was Actioned

Feedback was used to refine the Plan, specifically refinements to the draft Urban Form and Building Scale maps and policies in Chapter 2. Input gathered was also used to help refine and confirm ideas for potential future community improvements in the Plan area. Key changes made to the draft West Elbow Communities Local Area Plan based on feedback included:

1. Refinement to Building Scales and Urban Forms in Areas Adjacent to Main Streets

Comments received from Phase 3 engagement noted that building scales and urban form categories along Main Streets could be refined to better align to the surrounding context. We heard that in some of these areas there are inconsistencies in urban form and building scales that should be reconsidered. In response, Map 3: Urban Form and Map 4: Building Scale have been updated to better reflect barriers and opportunities along Main Streets in the Plan area, while recognizing that Main Streets are envisioned as high-activity areas that generally support higher densities than adjacent neighbourhoods.

Feedback included comments that some areas adjacent to Main Streets commercial and mixed-use opportunities should be focused closer to or directly on the Main Street. In response, map refinements have been made along 17 Avenue SW, between 14 Street SW and Crowchild



Trail SW as well as along 14 Street SW, south of 17 Avenue SW, where maximum building scales and commercial uses have been decreased and concentrated to orient toward the Main Streets. Other map amendments have been made to provide more consistency in building scale and urban form along Main Streets. This includes areas such as Marda Loop, particularly along 34 Avenue SW, and in Cliff Bungalow between 4 Street SW and 5 Street SW.

These refinements support higher-scale development in areas near Main Streets and support businesses along Main Streets, while allowing for transitions to adjacent residential areas.

2. Higher Intensity Near Transit Station Areas

We heard feedback that there is opportunity in and around select Transit Station Areas to accommodate higher building scales. In response, building scale recommendations in areas around LRT and BRT stations have been further considered and refined. This includes the area south of Sunalta LRT Station, where building scales on the south side of 11 Avenue SW have increased from Mid Scale (up to 12 storeys) to High Scale (up to 26 storeys), and the north side of 12 Avenue SW increased from Low Scale (up to 6 storeys) to Mid Scale (up to 12 storeys). These refinements support higher density development within proximity to transit stations, supporting public transit ridership and transit-oriented development.

3. Garrison Woods Special Policy Area

We heard that people value the military history of the Canadian Forces Base (CFB) East area, comprising the community of Garrison Woods today. People feel that future developments should respect the area's history. Until 1998, CFB East served as the Private Married Quarters (PMQs) for the military base, many of which were renovated as part of the redevelopment of CFB East into the Garrison Woods community. A special policy area has been drafted in Chapter 2, which identifies blocks in the Garrison Woods community with PMQs that have been retained and renovated. These policies will inform new developments to take inspiration from surrounding PMQ housing and reflect the historic nature of residential development in the area.

4. Policy Guidance for Park and Open Space Improvements

We heard a range of perspectives from the public confirming ideas for better connecting the parks and open space network throughout the Plan area and opportunities for specific park improvements. In response, community improvements and investment priorities in draft Chapter 3 have been refined to include policies to support the provision of new parks and open spaces. These policies prioritize new park opportunities in communities that are below parks provision targets and developing green corridors that better connect existing parks and open spaces.

Feedback we heard for specific park improvements, including for South Calgary Park, Glenmore Athletic Park, and Lindsay Park, identified current challenges and suggestions on how to better balance uses to best serve all park users. This informed policies to guide future improvements to each park unique to their context, including opportunities for new civic facilities, improving access to parks, and green infrastructure recommendations to improve and protect park ecological functions. These revisions aim to improve the park and open space network in the Plan area to meet the evolving needs of residents and all park users.

5. Refinements to Heritage Guidelines

We received input informing the draft Heritage Guidelines, including recommendations for refinements and additional policy suggestions. In response, refinements have been made to plan wide and area specific Heritage Guideline policies. These refinements include advancements to general policies around site design, landscape (such as discouraging artificial turf), and building design (such as discouraging vinyl siding), as well as new policies specific to Heritage Guideline Area precincts. Further, a supplemental Heritage Guidelines Implementation Guide will be drafted to provide a concise document to support policy implementation and use of these Guidelines in practice.

"I had a really hard time finding a place to live, so I think there should be more of a commitment to student housing."

- Participant



What We Did

Additional information about key changes made can found within the **Phase 3 What We Did Report and Summary of Map Changes** at calgary.ca/WestElbowPlan

Participation Summary

Phase 4: Realize

This final phase of the project was focused on sharing the final draft Plan with the public, community associations, Business Improvement Area representatives, students, development industry members and the working groups. and bringing the proposed Plan forward to Committee and Council for review and decision.

Engagement Timeline

- **December 4, 2024**
 - » Heritage Working Group Engagement Session #5: Final draft Heritage Guidelines (Scarboro Community Association)
- **January 7, 2025**
 - » Community Association Meeting – Phase 4 (Scarboro Community Association)
- **January 9, 2025**
 - » Community Association Meeting – Phase 4 (Virtual)
- **January 14 to February 4, 2025**
 - » Information Booklets mailed to residents and businesses
 - » Information Booklets available for pick up at 16 Engagement Stations
 - » Final draft Plan available online
- **January 16, 2025**
 - » Working Group Engagement Session #8: Final draft Plan (Elbow Park Residents Association)
- **January 21, 2025**
 - » Public Information Session (Virtual)
- **January 28, 2025**
 - » Public Information Session (cSPACE Marda Loop)
- **February 3, 2025**
 - » Public Information Session (Virtual)
- **February 25, 2025**
 - » Conversation Series #1 (MNP Community & Sport Centre)
- **March 3, 2025**
 - » Conversation Series #2 (MNP Community & Sport Centre)
- **March 18, 2025**
 - » Pop-up Session (Wyckham House, Mount Royal University)
- **March 20, 2025**
 - » Pop-up Session (Earth Sciences Building, University of Calgary)

“We love the idea of additional businesses in our already vibrant neighbourhood. We support population density to intern support these businesses.”
– Participant



Local Area Plan – Key Considerations



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?



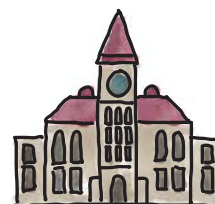
Participant Input

What ideas, insights, opportunities and concerns have been raised by the public and other participants?



Professional Expertise

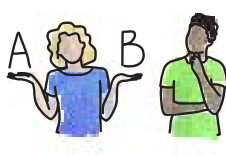
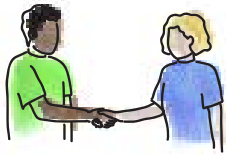
What are the urban planning best practices, what is economically feasible and technically possible?



City Policies

How do we ensure alignment to the Municipal Development Plan, Climate Strategy and other City policies?

Creating the Local Area Plan



Phase 0: Discover

Pre-project research, relationship building, and knowledge transfer.

Phase 1: Envision

Looking back at the past, understanding the present and envisioning the future of the area.

Phase 2: Explore

Exploring where and how growth and change could happen in the area.

Phase 3: Refine

Refining the plan and confirming the community improvements.

Phase 4: Realize

Committee and Council review and decision.



LOCAL AREA PLAN

CHAPTER 1:

VISUALIZING GROWTH

What do we know about the history of the area, what's loved about the area today, what could be improved, and what's the vision for the future?

- **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

CHAPTER 2:

ENABLING GROWTH

What type of growth makes sense where and what local/custom direction is needed to realize great development in this area?

- **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

CHAPTER 3:

SUPPORTING GROWTH

If growth occurs, what physical and social investments are needed?

- **Future investment goals & objectives**
goals and objectives aligned with the Plan's core values
- **Implementation options**
specific implementation actions or investment options to achieve the supporting growth objectives

What We Heard & What We Did Reports

The West Elbow Communities Local Area Plan was informed by input provided by thousands of participants over multiple phases and multiple years.

Plan sets the vision for the next 30 years – providing direction on future development and investment that residents, landowners, builders/developers, City Planners and Council can commonly refer to as new development and investment ideas are proposed.

For more detailed information about what was heard through the project or to learn more about how input provided in each phase informed the creation and refinement of the West Elbow Communities Local Area Plan, please review the following What We Heard & What We Did reports.

[Phase 1 What We Heard Report](#)

[Phase 1 What We Did Report](#)

[Phase 2 What We Heard Report](#)

[Phase 2 What We Did Report](#)

[Phase 3 What We Heard Report](#)

[Phase 3 What We Did Report](#)

Lessons Learned

Over the past six years, the Local Area Planning team in Community Planning has taken an iterative approach that continues to improve and enhance how local area plans are developed through the Local Area Planning Program. The West Elbow Communities project team has continued to incorporate lessons learned from the previous seven local area plans, resulting in additional innovative strategies and improvements to engagement, policy, and internal processes.

Engagement Highlights

A robust engagement process is at the heart of the Local Area Planning Program. Continuous process improvements through lessons learned will continue to enhance our Program as new plans are developed across Calgary.

Innovative Strategies

Refined Growth Concept Map

- The West Elbow Communities have mix of housing forms, ranging from single-detached homes to residential towers. As growth in the West Elbow Communities area was anticipated to include a range of building scales a refined growth concept map was developed for Phase 2 of engagement, based on lessons learned from previous local area planning projects. Rather than only including a category for development four storeys or more, the growth concept map for Phase 2 included three categories of future growth (4-6 storeys, 7-12 storeys and greater than 12 storeys). This allowed the team to gather more detailed feedback in Phase 2 of the project to inform refinements to the draft Building Scale map shared in Phase 3.

Heritage Working Group

- The West Elbow Communities include the greatest concentration of Heritage Guideline Areas of any local area plan, containing the majority of Calgary's Heritage Guideline Areas. For many members of communities with concentrations of heritage assets, the historic character of the area is an important value for them. The West Elbow Communities Local Area Plan created a Heritage Working Group comprised of area residents, industry members and heritage advocates to help create and refine the Heritage Guideline Area policies for the Plan.
- Based on analysis of historic development trends and styles, and feedback from the Heritage Working Group, the Plan created four different Heritage Guideline Area precincts in the plan, with slightly different policies to reflect differing architectural styles of the various communities, which is different from previous plans with Heritage Guidelines which did not have separate precinct policies.

Improvements

Conversational Video Presentations

- Building on lessons learned from Phases 1 and 2 of the project, we shortened the length of online video presentations for Phases 3 and 4 to be more conversational and consumable for the public. The new video presentation formats are approximately three to five minutes, highlighting the key ideas and topics for each phase of the project, with a greater focus on graphics to explain our work and what feedback we are collecting.

Enhanced Engagement Booklets

- Several enhancements have been made to the phase engagement booklets to improve user experience and readability. The cover page now includes a QR code that links to the project webpage, the phase's engagement timeline, and a larger font to identify the booklet as an important City of Calgary engagement booklet. Additionally, the booklet content has been further refined to include more effective graphics and project-specific FAQs.

New Engagement Activities

- Building on relationships with students at the University of Calgary developed through the South Shaganappi Communities Local Area Planning Project, we hosted several engagement activities at the University of Calgary and Mount Royal University including workshops, pop-ups, and open houses. In Phase 3 we held in-person workshops to gather feedback on the Urban Form and Building Scale maps. Pop-up events were held at the University of Calgary and Mount Royal University to solicit feedback during Phase 3, particularly around community improvements in the area.

Policy Highlights

Policies in local area plans guide future growth and change. As the Local Area Planning Program continues to evolve, additional policy considerations and enhancements are being introduced into local area plans.

Innovative Strategies

New Executive Summary

- As a result of the discussion when the Riley Communities Local Area Plan was presented at the Infrastructure and Planning Committee in 2024 October, an Executive

Summary was added to the West Elbow Communities Local Area Plan (Plan) to provide an overview of the Plan in an easy to understand, visually appealing way. The executive summary speaks to the current context and future evolution of the West Elbow Communities and highlights the key moves of the Plan, linking to the community investment priorities in Chapter 3. The section also provides readers with information on how to read the Plan, which enables better interpretation of policy.

Shadow Policies for Main Streets

- The West Elbow Communities contain six Main Streets, some of which, including 17 Avenue SW, 4 Street SW and 33 Avenue SW, are some of Calgary's most desirable and highest pedestrian activity areas in Calgary, with high concentrations of patios, outdoor seating and street activity. These are also areas of high demand for growth. Balancing the desire for growth in these areas with continuing to provide a high-quality pedestrian environment resulted in the creation of shadowing policies for Main Streets in order to mitigate the effects of shadows from taller buildings on the streetscape. Shadow policies were developed for all Main Streets to minimize shadows through design options such as tower separation, floor plate restrictions or tower orientation. The portion of 17 Avenue SW between 4 Street SW and 14 Street SW, which contains the greatest concentration of pedestrian activity in the area, and the portion of 33 Avenue SW west of 20 Street SW, have more restrictive shadow policies, limiting any shadowing on the north sidewalk during Spring and Summer.

Improvements

Plan Specific Community Improvements

- Investment opportunities/community improvements found in Chapter 3 of the Plan provide high-level direction for future community improvement projects but allows for flexibility when specific improvements are implemented.
- These changes allow for better alignment with projects chosen to be funded through the Local Area Implementation Fund.

Garrison Woods Special Policy Area

- Through engagement, many members of the public highlighted the importance of Garrison Woods and its military history. While this area would not meet the criteria for a Heritage Guideline Area, many felt that new development should reflect the military history and architectural style of the community. A special policy area was applied to blocks in the community that contain former PMQ (Private Married Quarters) housing, requiring that new development reflects the historic character of the area.

Internal Processes

Continuous process improvements are integral to the Local Area Planning Program. We consistently seek opportunities to enhance our methods, workflows and ways we work together to create and sustain local area plans.

Innovative Strategies

Simultaneous Projects

- The West Elbow Communities Local Area Planning Project I ran approximately one phase behind the South Shaganappi Communities and Chinook Communities Local Area Planning Projects. This allowed lessons from those two plans to inform changes to processes and tactics for in the development of the Plan.

Cross-departmental Coordination

- Mobility and Parks representatives attended our in-person open houses to provide support on answering questions related to mobility and parks, which were key topics throughout all phases of the project. Representatives from the Marda Loop Main Streets project were also present at public open houses given the public's interest in the project.

Improvements

Calgary Planning Commission (CPC) Workshop

- The project team held a CPC Closed Session Workshop earlier in the process than previous generation of local area plans. By having this session prior to finalizing materials for the Phase 3 launch, the project team was able to incorporate Commissioners' input into the draft Plan prior to it being publicly released.

Project Alignment and Consistency

- The West Elbow, South Shaganappi Communities and Chinook Communities local area planning projects continued to improve consistency and alignment in policies through meeting and collaborating regularly. Achieving greater consistency across local area plans allows planners, industry, and the public to interpret policies more easily.

Calgary Planning Commission Review

Summary of comments from Calgary Planning Commission – 2024 July 25 Closed Session workshop and Administration’s follow up.

Comments	Edits	Administration Follow Up
Topic 1: Draft Urban Form and Building Scale Maps		
1A: Using 14 Street SW as an example, should the sites located at 34 Avenue (west side), 33 Avenue/Council Way SW (east side) and 23 to 26 Avenues SW (west side) be kept at up to 12 storeys, or should these be reduced to a building scale of up to 6 storeys?		
<p>Panel members provided general support for 12 storeys between 23 and 26 Avenues SW, but less support at 33 Avenue SW and 34 Avenue SW. The location, topography and existing development around 23 Avenue SW and 26 Avenue SW were given as reasons for support. Some panel members felt that proposing 12 storeys at 33 Avenue SW would feel out of context. Other panel members noted that 12 storey building forms are uncommon, with development typically being either up to 6 storeys or above 15 storeys.</p>	<p>The building scale was reduced at 33 Avenue SW and 34 Avenue SW in response to commissioner’s comments, but maintained between 23 Avenue SW and 26 Avenue SW.</p>	<p>The Plan envisions 14 Street SW as an evolving Main Street, with commercial development developing in discrete nodes rather than a consistent corridor. Given the streets designation as a Main Street and high levels of transit service, higher building scales are supported along this corridor.</p>
1B: Using the 33 Avenue SW Main Street Area as an example, should the sites located on the north side of 36 Avenue SW between 18 and 19 Streets SW, and the north side of 34 Avenue SW west of 20 Street SW be kept at a building scale of up to 12 storeys, or should these be reduced to up to 6 storeys??		
<p>Panel members provided varied perspectives on the appropriateness of taller buildings in these locations. Some panel members noted the 34 Avenue SW and 20 Street SW location is a unique condition, an area of high demand and the centre of activity in the area and warrants</p>	<p>The building scale was modified in this area to be a up to of 16 storeys, and to include shadowing policies to supplement the Building Scale map.</p>	<p>Given the uniqueness of this area, proximity to the Marda Loop MAX BRT station and general support from commission, this area was increased to a modified building scale of up to 16 storeys.</p>

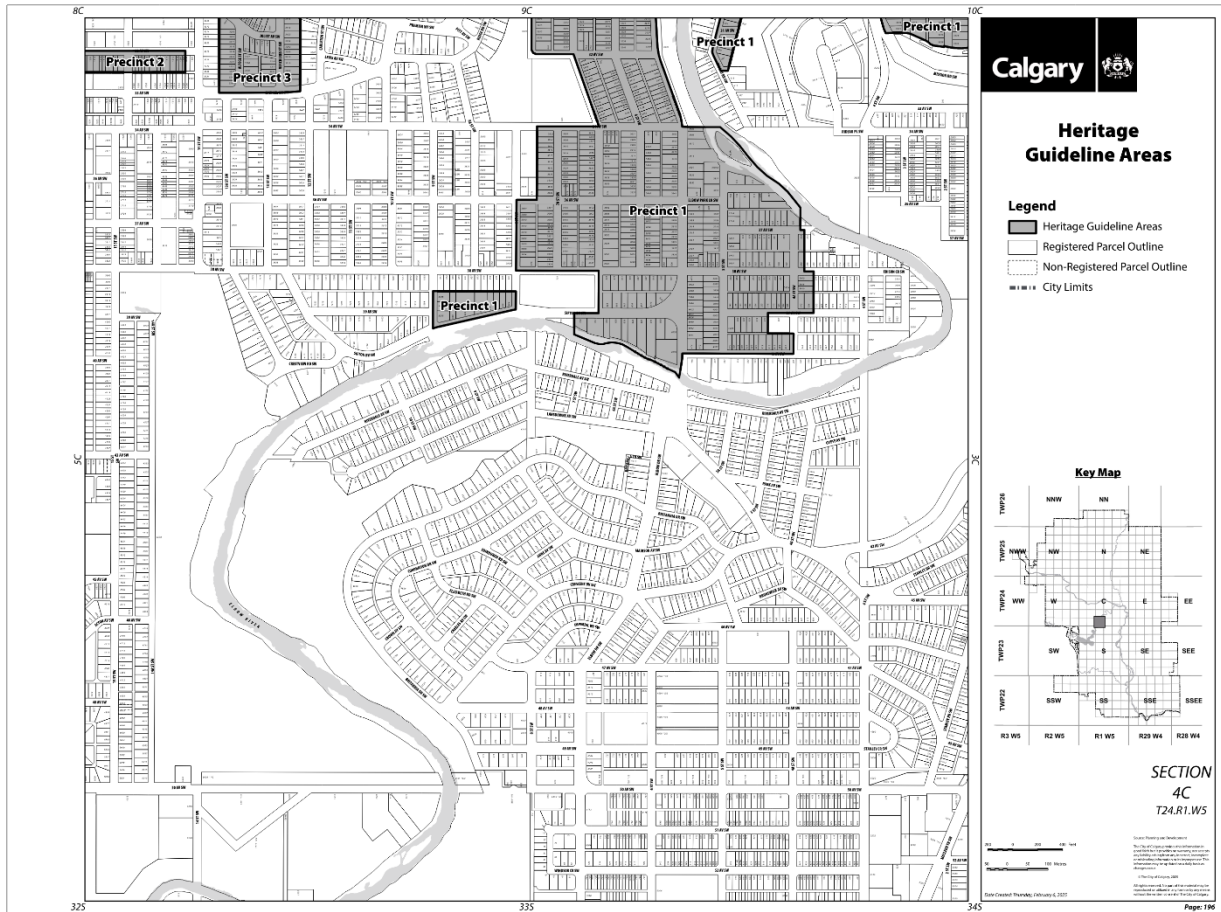
higher building scale. Others felt the building scale was too high, or that transit service would need to be better to serve additional growth.		
2: Using 16 Street SW as an example, should the street be given a low-modified scale (up to 4 storeys), with the commercial sites between 38 and 40 Avenues SW and the north side of 48 Avenue SW be low scale (up to 6 storeys)? Or should the street be reduced to a limited scale (up to 3 storeys), with the commercial sites being reduced to low-modified scale (up to 4 storeys)?		
Panel members expressed general support for up to 4 storeys along the corridor and up to 6 storeys at commercial sites. Panel members also expressed support for Neighbourhood Connector and Neighbourhood Flex urban form categories. Panel members supported up to 4 storeys as it allows for a variety of housing types apart of typical apartments or rowhouses.	Building scale and urban form maintained in this area given general support from commission.	The Plan envisions community corridors such as 16 Street SW as lower-activity corridors compared to Main Streets, but still allowing local commercial amenities. The Low-Modified (up to 4 storeys) building scale allows for a variety of building types without being out of context with existing development. The Low (up to 6 storeys) building scale facilitates mixed use development on existing commercial sites.
3A: Should the Neighbourhood Commercial UFC area on 33 Avenue SW be extended east past 19 Street SW? If so, how far should it extend?		
Panel members felt the Neighbourhood Commercial area was appropriate as shown.	No changes were made.	No follow-up was required.
3B: Should the Neighbourhood Flex UFC area on 14 Street SW be extended to include the section between 17 Avenue SW and 23 Avenue SW?		
Panel members expressed general support for urban form categories as proposed given the grade constraints in this area.	No changes were made.	No follow-up was required.
3C: Should the Neighbourhood Connector UFC areas in South Calgary (between 26 Avenue SW and 33 Avenue SW) be reduced to just key corridors such as 20 Street SW and 16 Street SW?		
Panel members expressed general support for more neighbourhood-scaled shops	The Neighbourhood Commercial urban form category was removed from corridors other	The Plan aims to facilitate small-scale, local commercial amenities in these communities

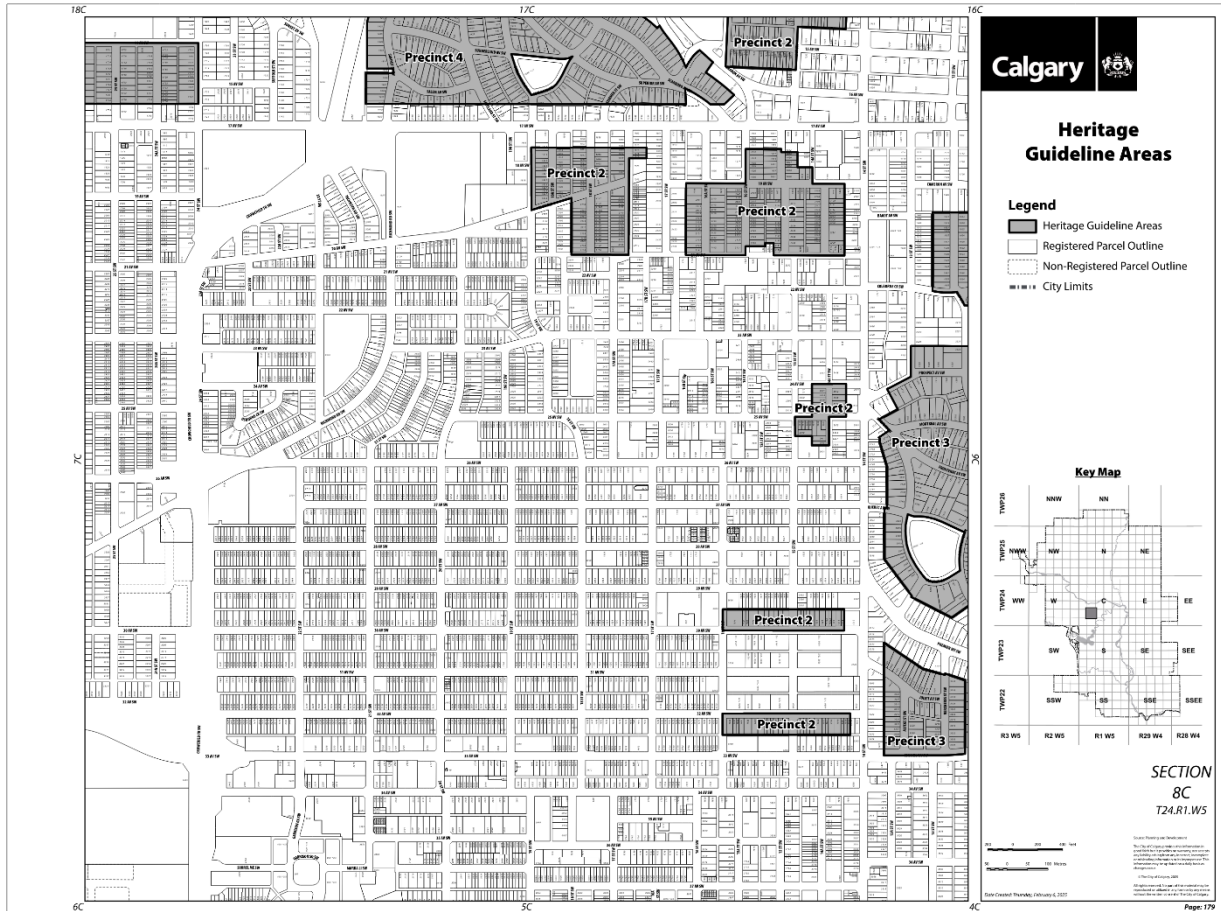
<p>and services in these areas, particularly in communities of South Calgary, Bankview, Mission and Cliff Bungalow. Some panel members contended that the Neighbourhood Connector urban form category should be applied broadly to entire communities such as South Calgary and Bankview.</p>	<p>than 20 Street SW and 16 Street (later revised). A policy was added to Neighbourhood Local urban form policies that allow small scale commercial in the communities of South Calgary, Bankview, Mission and Cliff Bungalow.</p>	<p>to allow for more daily needs to be met within walking distance. Members of the public expressed a desire for more local shops and services. The Plan provides more opportunities for these through the use of the Neighbourhood Connector urban form category, and/or enabling policies in the Neighbourhood Local urban form category.</p>
<p>3D: Should the Neighbourhood Connector UFC be applied around Buckmaster Park in Bankview, or should this be left as the Neighbourhood Local UFC?</p>		
<p>Panel members supported the idea of applying Neighbourhood Connector around Buckmaster Park. Panel members viewed the proposal as enabling innovation and creativity, facilitating gradual change and supporting improvements to the park space.</p>	<p>No changes were made.</p>	<p>The Plan aims to activate park spaces throughout the Plan area, and Buckmaster Park is a prime example of a park that could benefit from adjacent commercial spaces. The application of the Neighbourhood Connector urban form category around the perimeter of the park allows for flexibility in the provision of commercial amenities rather than dictating a particular location or property.</p>

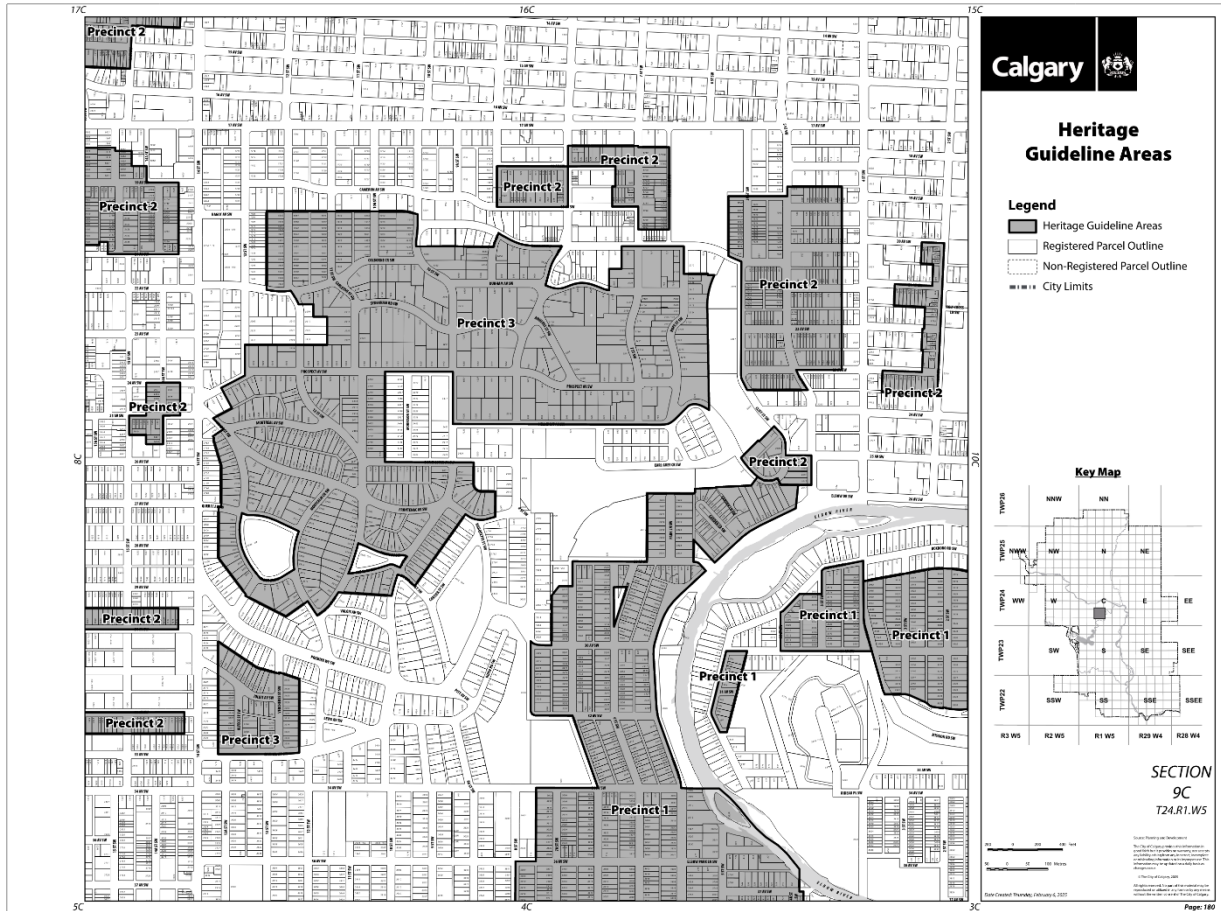
Proposed Amendments to Land Use Bylaw 1P2007

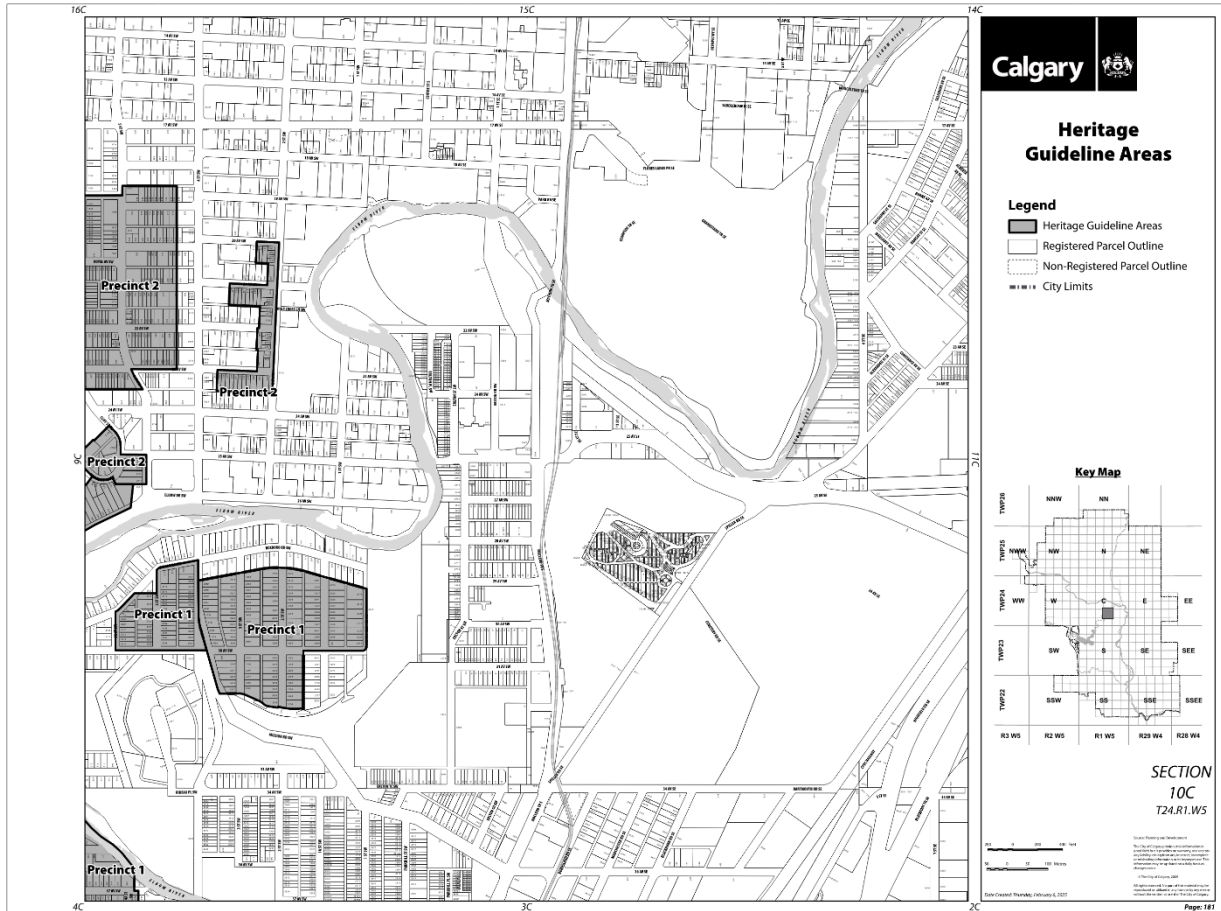
1. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:
 - a) delete the existing Heritage Guideline Areas Maps for Section 8C and Section 17C; and,
 - b) add the maps attached as Schedule "A" to the Heritage Guideline Areas Maps, to be deposited with the City Clerk.

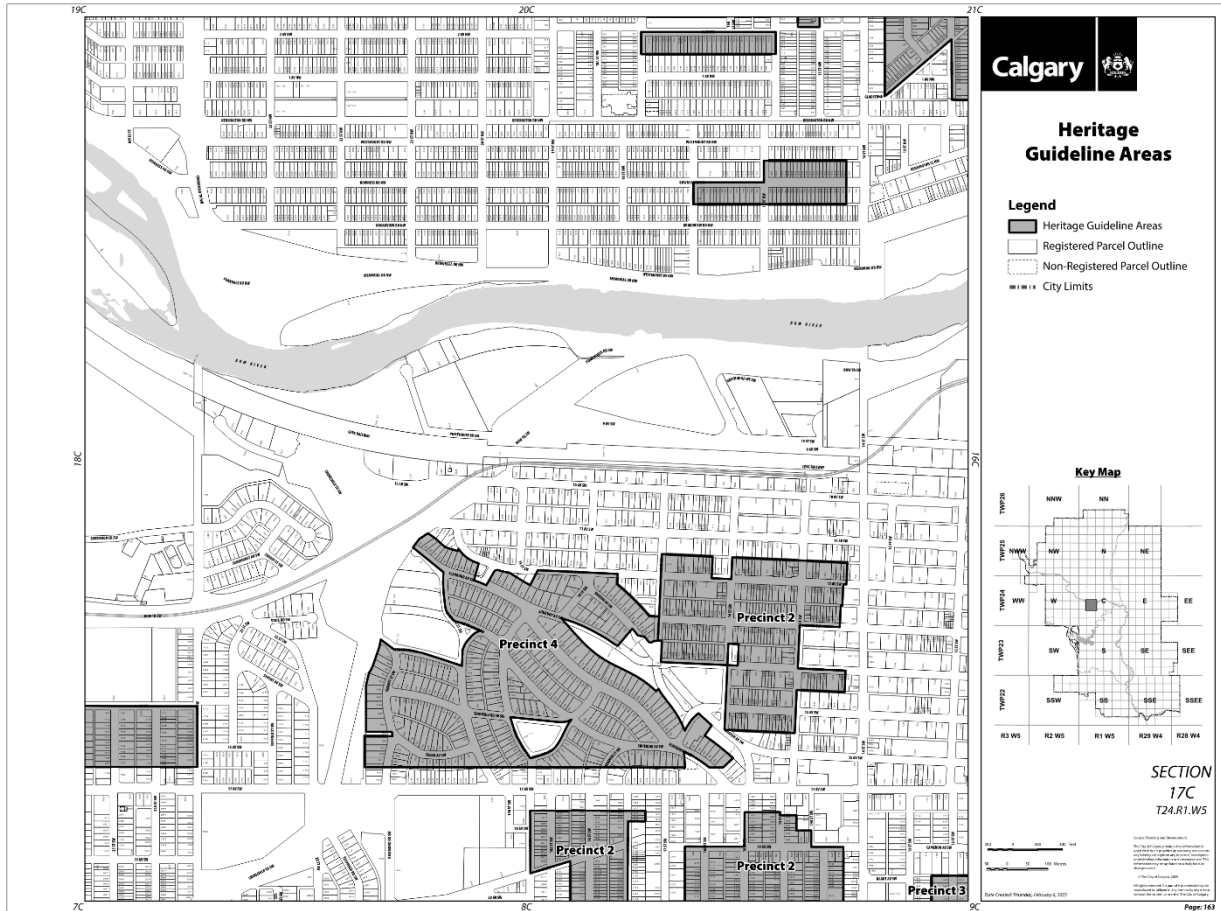
SCHEDULE A













West Elbow Communities Local Area Plan

IP2025-0281
2025 April 02

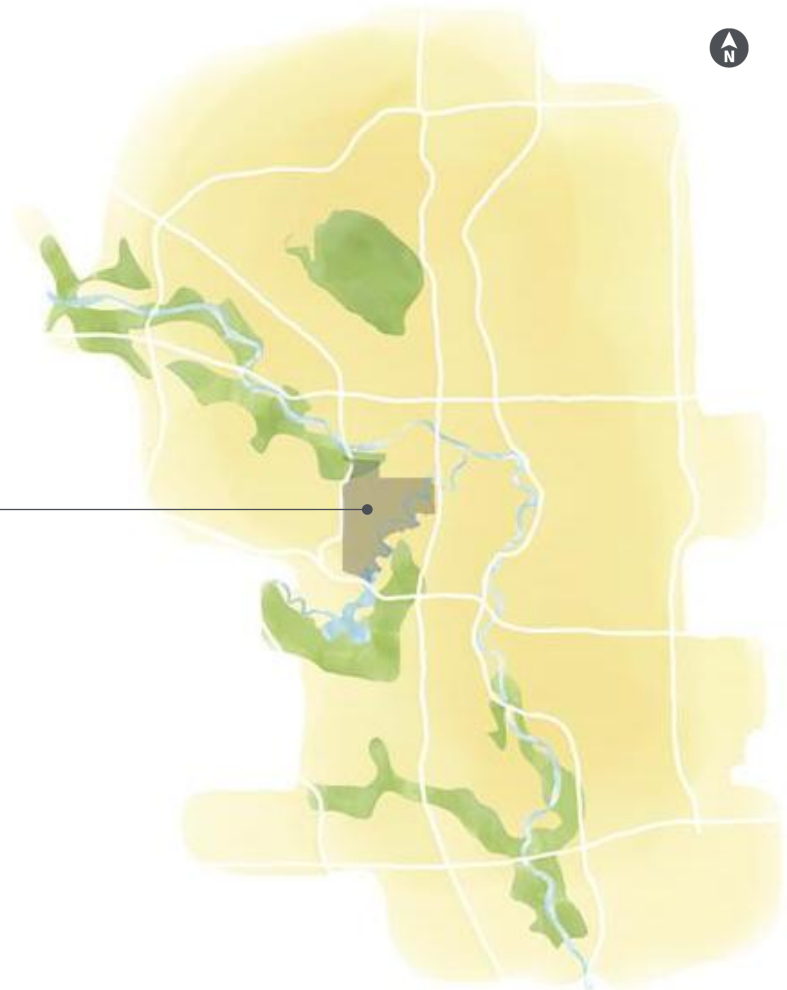
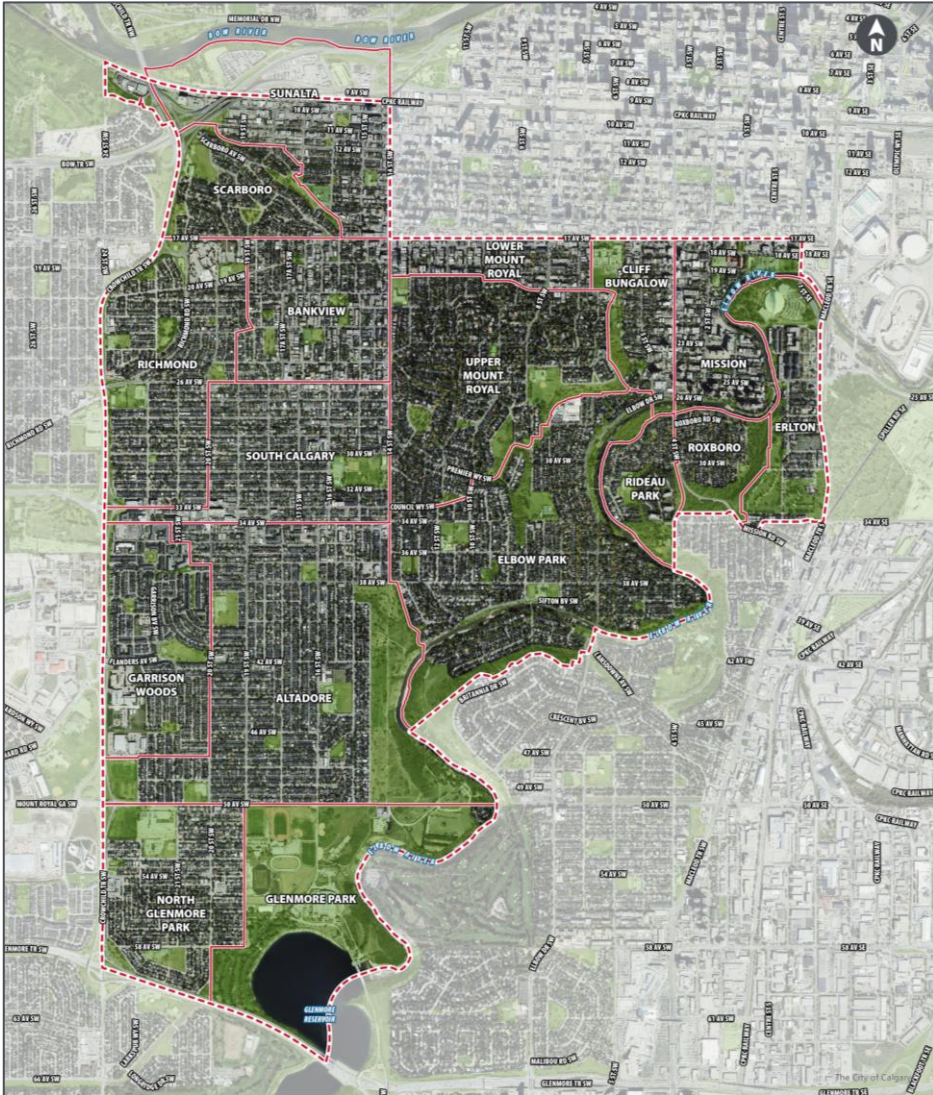
RECOMMENDATION(S):

That Infrastructure and Planning Committee:

1. Forward this Report to the 2025 May 06 **Public Hearing Meeting of Council**; and

That Infrastructure and Planning Committee recommend that Council:

2. Give three readings to the proposed bylaw, the proposed West Elbow Communities Local Area Plan and repeal the Bylaw 13P81 Bankview Area Redevelopment Plan, Bylaw 2P93 Cliff Bungalow Area Redevelopment Plan, Bylaw 15P84 Erlton Area Redevelopment Plan, Bylaw 20P82 Lower Mount Royal Area Redevelopment Plan, Bylaw 3P2014 Marda Loop Area Redevelopment Plan, Bylaw 12P2004 Mission Area Redevelopment Plan, Bylaw 17P85 Richmond Area Redevelopment Plan, Bylaw 13P86 South Calgary/Altadore Area Redevelopment Plan, Bylaw 13P82 Sunalta Area Redevelopment Plan, and Bylaw 7P96 Upper Mount Royal Area Redevelopment Plan (Attachment 2)
3. Give three readings to the proposed bylaw for amendments to the 1P2007 Land Use Bylaw to implement Heritage Guideline Areas (Attachment 7)
4. RESCIND by resolution the CFB East Community Plan.







1.5+ years

To create the **West Elbow Communities Local Area Plan**

4 phases
of public participation

3.4K+ instances of **direct engagement participation**

66
engagement **events**

19 targeted engagements

22 public sessions

12 walking tours

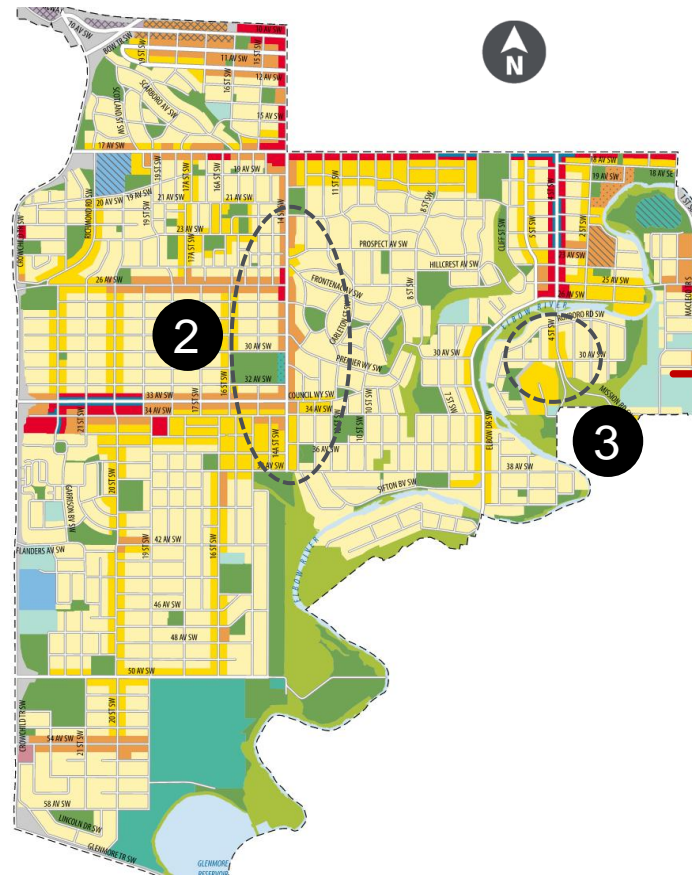
13 working group sessions



Phase 2 Key Growth Concept



Phase 3 Urban Form Map

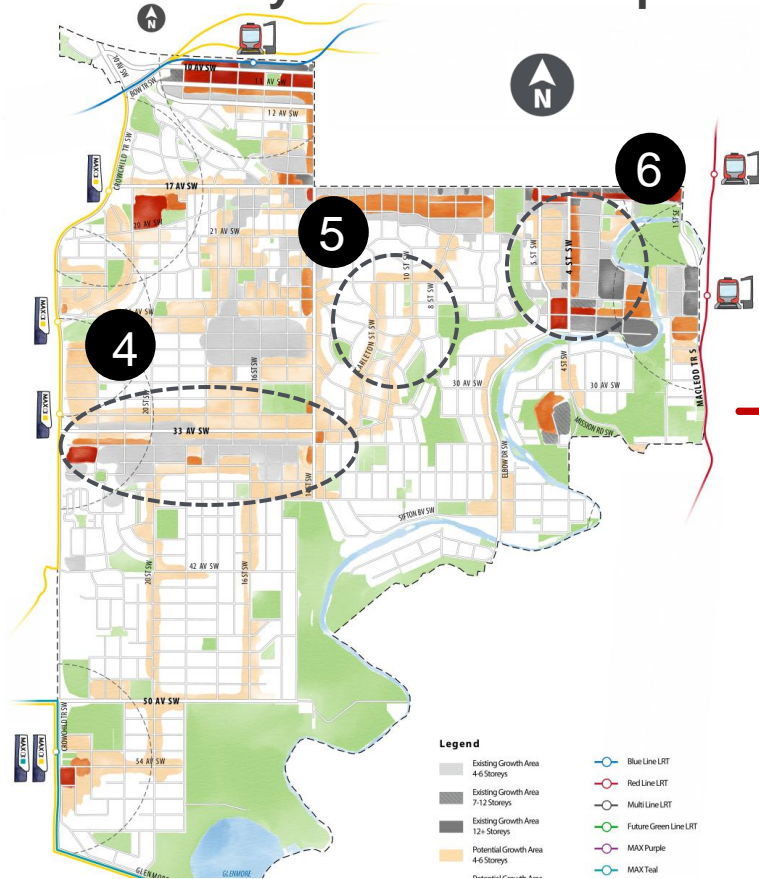


Phase 4 Urban Form Map

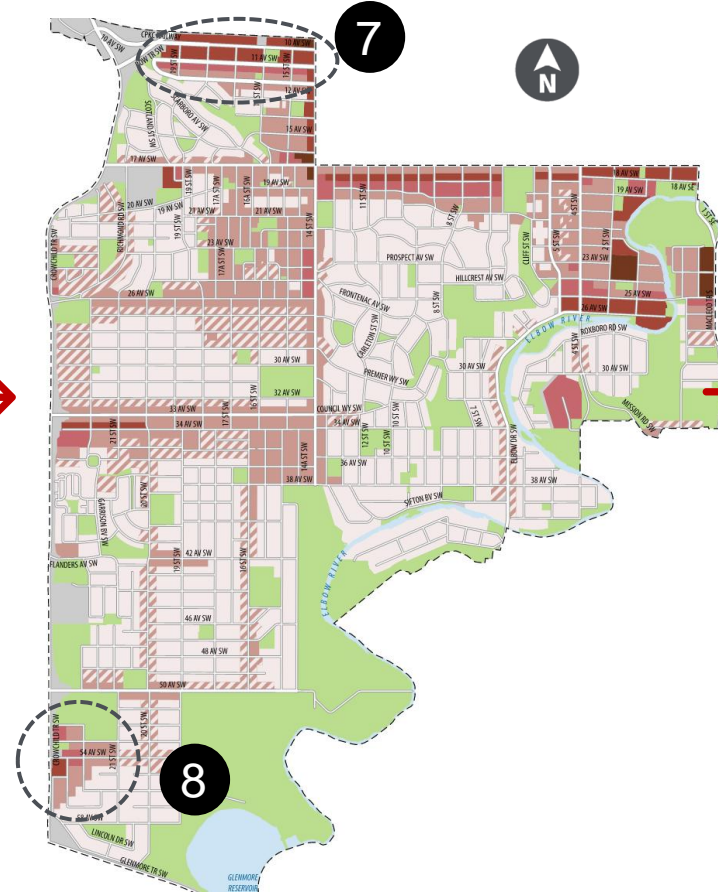


Building Scale Map Evolution

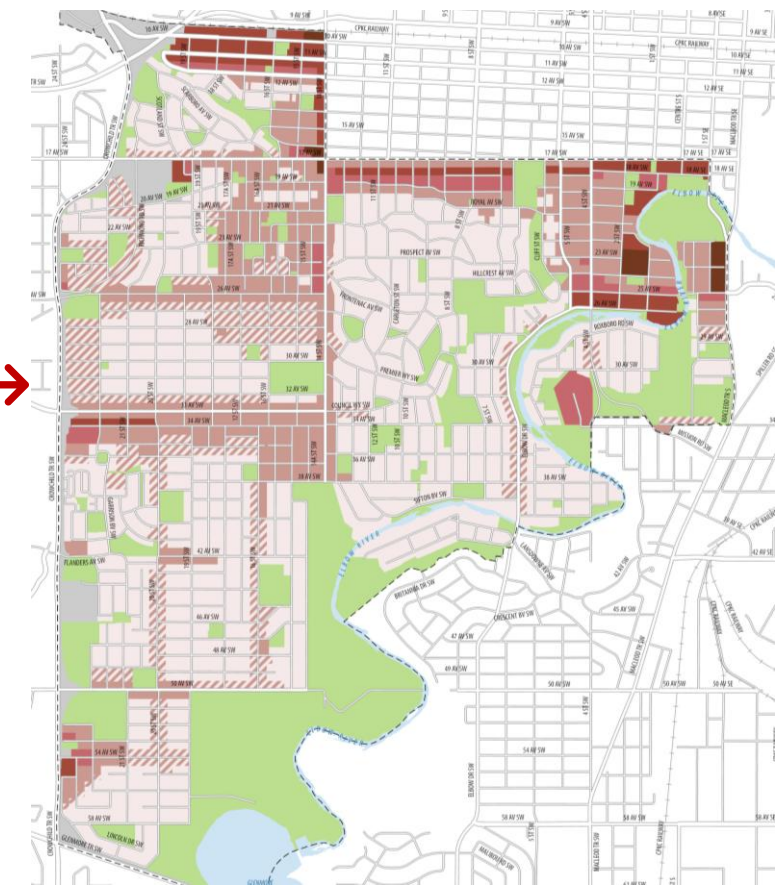
Phase 2 Key Growth Concept



Phase 3 Scale Map



Phase 4 Scale Map





Proposed Urban Form & Building Scale Maps





Celebrating Unique Histories of the West Elbow Communities

- Created Heritage Guidelines for 10 communities
- Opportunities for conservation and storytelling in historic communities and locations in the Plan area



Support diverse housing options to meet the evolving needs of existing and future residents

- Added policy for Garrison Woods to reflect historic nature of development
- Focusing growth near LRT Stations, BRT Stations, Main Streets, and community corridors



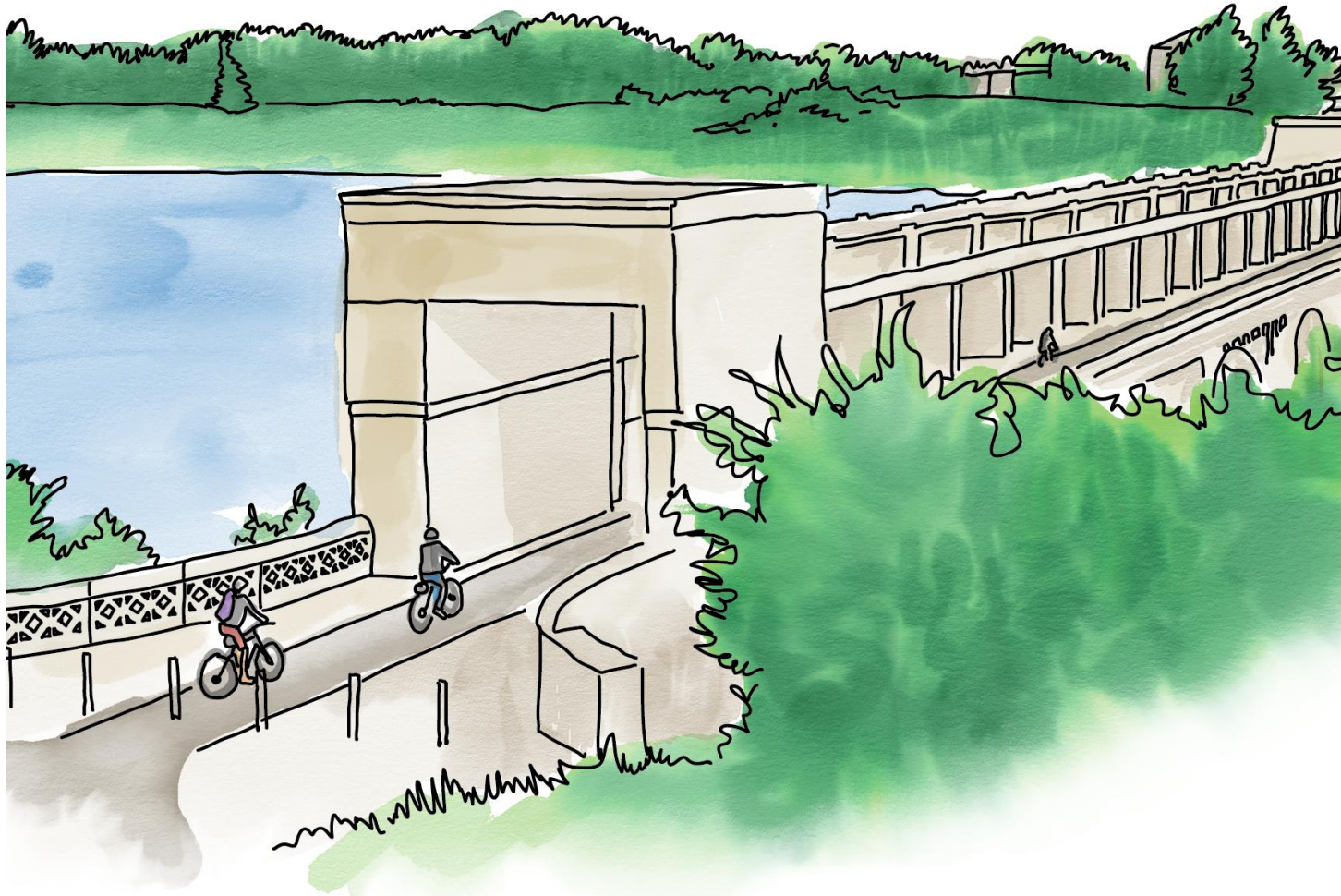
Enhancing existing parks, open spaces and natural areas

- Enhancing natural areas, including the Elbow River Valley
- Identifying improvements in parks, open spaces, and natural areas including Glenmore Athletic Park, South Calgary Park, and Lindsay Park



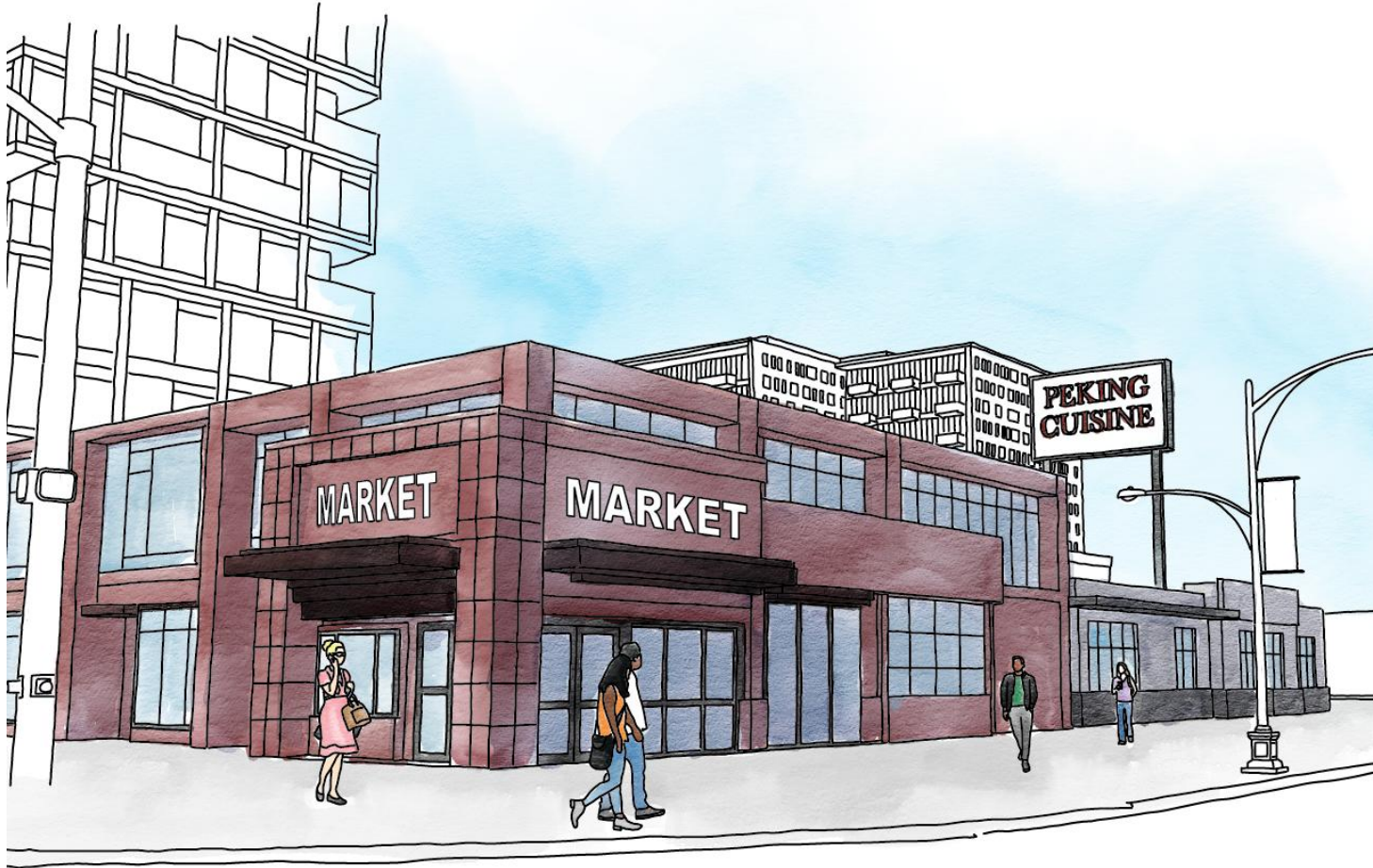
Improving the safety and accessibility of mobility options

- Highlighting opportunities to improve active modes missing links, such as along the Elbow River pathway system
- Supporting improvements to transit station areas including around Sunalta and Erlton LRT Stations



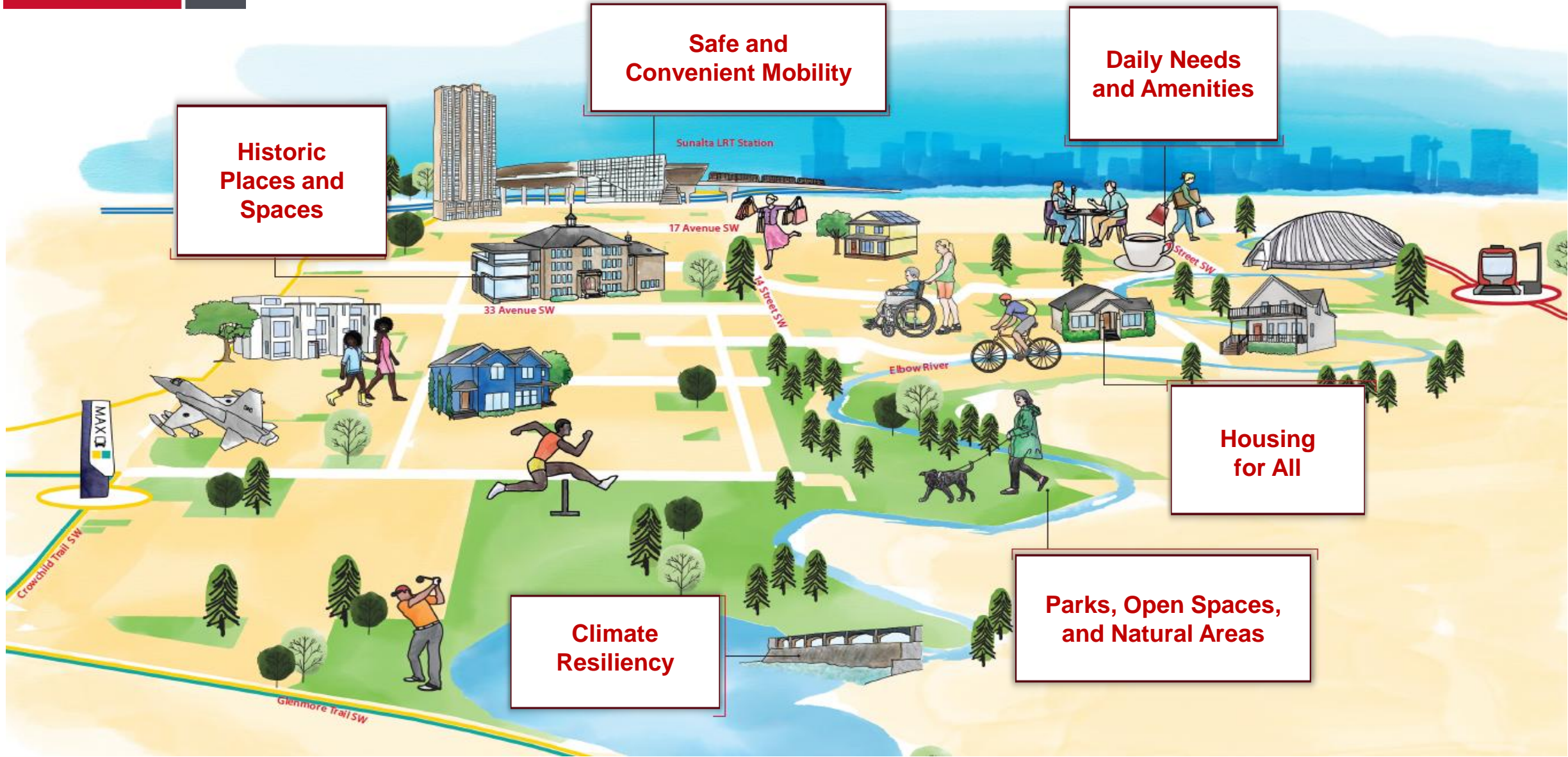
Identifying mitigation measures that address hazards caused by changing climate

- Opportunities to reduce vulnerability from climate events such as flooding, particularly adjacent to the Elbow River
- Supporting sustainable development practices



Enabling a diversity of businesses and improving access to amenities

- Opportunities for local commercial along community corridors and within communities such as Bankview, Cliff Bungalow, Mission, and South Calgary
- Highlighting opportunities for improvements along the Plan area's six Main Streets



RECOMMENDATION(S):

That Infrastructure and Planning Committee:

1. Forward this Report to the 2025 May 06 **Public Hearing Meeting of Council**; and

That Infrastructure and Planning Committee recommend that Council:

2. Give three readings to the proposed bylaw, the proposed West Elbow Communities Local Area Plan and repeal the Bylaw 13P81 Bankview Area Redevelopment Plan, Bylaw 2P93 Cliff Bungalow Area Redevelopment Plan, Bylaw 15P84 Erlton Area Redevelopment Plan, Bylaw 20P82 Lower Mount Royal Area Redevelopment Plan, Bylaw 3P2014 Marda Loop Area Redevelopment Plan, Bylaw 12P2004 Mission Area Redevelopment Plan, Bylaw 17P85 Richmond Area Redevelopment Plan, Bylaw 13P86 South Calgary/Altadore Area Redevelopment Plan, Bylaw 13P82 Sunalta Area Redevelopment Plan, and Bylaw 7P96 Upper Mount Royal Area Redevelopment Plan (Attachment 2)
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ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

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First name [required]	Shirine
Last name [required]	Lund
How do you wish to attend?	
You may bring a support person should you require language or translator services. Do you plan on bringing a support person?	
What meeting do you wish to comment on? [required]	Standing Policy Committee on Infrastructure and Planning
Date of meeting [required]	Apr 2, 2025
What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published here .)	
[required] - max 75 characters	West Elbow Communities Local Area Plan
Are you in favour or opposition of the issue? [required]	In favour

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please refer to the proposed report, Land Use, section 2.2.4.3 c indicating " No new cemeteries or expansion of existing cemeteries should be supported". Erlton community hosts many cemeteries. Currently it has vacant land delineated and zoned S-CRI permitting cemetery expansion. The council should consider changing the S-CRI to the blanket R-CG1 allowing affordable housing to be built. This change will be in support of the fundamental pillars of LAP for Erlton being blessed by Erlton LRT station, 39A LRT station, bus 10 access, walking distance to downtown, access to amenities on 4th street SW, MNP, etc. This change will allow Erlton to remain for living people while acknowledging the presense of the existing cemeteries..



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First name [required]	Shirine
Last name [required]	Lund

How do you wish to attend?

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What meeting do you wish to comment on? [required]	Standing Policy Committee on Infrastructure and Planning
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Date of meeting [required]	Apr 2, 2025
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What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters	West Elbow Communities Local Area Plan
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Are you in favour or opposition of the issue? [required]	In favour
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ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Please refer to the report page 46, section 2.2.4.3, Policy, Land Use, item c indicating: " No new cemeteries or expansion of existing cemeteries should be supported" Erlton community is hosting several cemeteries. Currently in Erlton there are parcels of vacant lots that are delineated and have the S-CRI zoning permitting cemetery expansion. The city can consider replacing S-CRI with the blanket zoning of R-CG1 allowing construction of affordable housing or other non- cemetery enhancements. Erlton is blessed with Erlton/Stampede and 39A LRT stations, bus route no.10, walking access to 4th Street S.W. and its amenities, easy access to MNP, etc. As such it offers all the basic fundamentals that LAP is promoting. The irony is that in front of my house LAP is allowing four story building and behind my house the current zoning allows cemetery expansion. Why not, once and for all put a firm stop on cemetery expansion and keep Erlton for the living people. The Urban Form map in the report identifies the cemeteries in Erlton with colour light blue. The legend description is " Private Institutional and Recreation , Indoor and outdoor recreation facilities on private land" The cemeteries in Erlton do not fit this description and require unique independent colour coding for cemetery to eliminate confusion.



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First name [required] Michelle

Last name [required] Veitch

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Standing Policy Committee on Infrastructure and Planning

Date of meeting [required] Apr 2, 2025

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters Proposed West Elbow Communities Local Area Plan

Are you in favour or opposition of the issue? [required] In opposition

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am writing to object to WELAP and specifically the proposed changes to building height allowances up to 16 story buildings on 34 Ave SW from Crowchild Trail to 20th Street SW. As a resident in one of the neighboring condos, I object to the noise, pollution, congestion and strain this would cause and the downsides of such high density development including the potential displacement of existing residents leading to housing uncertainty.

The proposed changes deviates from the existing Marda Loop Area Development Plan (MLADP) (2014) which has successfully resulted in a steady growth of housing, low density mixed residential/commercial buildings, and small-scale shops and boutiques. To date there has been no clear justification or vision for the proposed changes along 34th Avenue although the following goals have been identified: 1. convert 34th Ave to a main street; 2. address housing affordability; 3 develop a transportation hub; 4. and procure investments to address municipal budget shortfalls.

My response to these points are as follows: 1. 34 Ave is not suitable as a main street due to its high proportion of residential complexes; 2. With the ongoing residential developments in Marda Loop, the neighborhood is doing more than its fair share to address housing affordability; 3. The current population in the area is more than sufficient to support a public transportation hub; 4. There are currently plenty of investments in mixed commercial/residential properties in Marda Loop.

Many of the goals identified in the WELAP plan are also tied to larger system issues i.e. rent gouging/rigging, regulations regarding investment properties, mortgage qualifications, federal/provincial transportation funding, car lifestyles etc. It is not feasible for the Marda Loop neighborhood and community to resolve these larger systemic issues, and neither should it be expected for them to do so.

For these reasons I object to WELAP's proposals for high density buildings in Marda Loop and especially changes to building height allowances up to 16 story buildings on 34 Ave SW from Crowchild Trail to 20th Street SW. Changes to the area needs to be reasoned and incremental to avoid too much building too soon with negative long-term consequences for residents. I recommend a more sustainable approach to urban planning to maintain low density buildings that enrich the heritage, character and longevity of the Marda Loop neighborhood and community.



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First name [required]

Cam

Last name [required]

Kernahan

How do you wish to attend?

Remotely

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

No

What meeting do you wish to comment on? [required]

Standing Policy Committee on Infrastructure and Planning

Date of meeting [required]

Apr 2, 2025

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters

West Elbow Communities Local Area Plan

Are you in favour or opposition of the issue? [required]

Neither



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

WELAP IPC Feedback April 2 2025.docx

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I would appreciate if the attached document could be made available to the Councillors for my presentation. Alternatively, I will just need to refer to the subsection of Map 4 and the photo provided in the attached Word document on a screen in the Chambers. As mentioned I will be calling in remotely to make my presentation. I was unable to indicate above that I support the Heritage Guidelines in the WELAP but have concerns about other specific aspects of the WELAP and am not in support of those aspects.

WELAP IPC Meeting April 2, 2025 - Feedback from Cam Kernahan

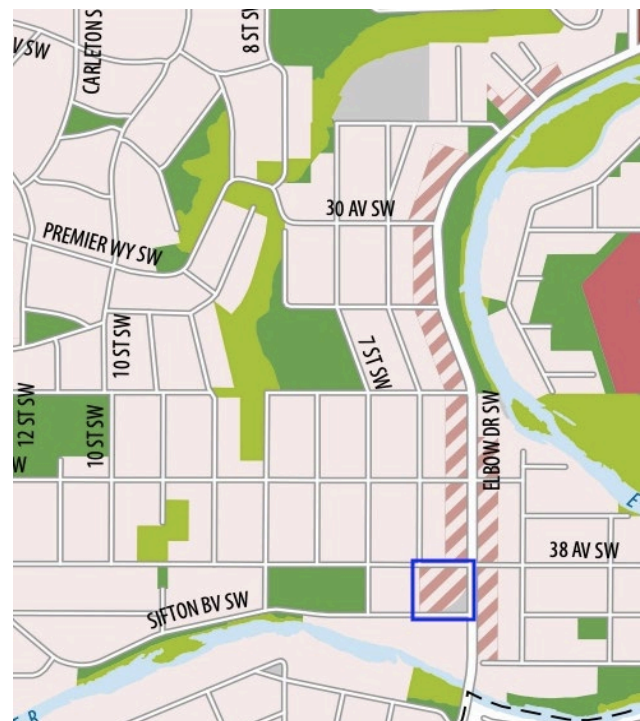
I appreciate the opportunity to provide feedback on the proposed West Elbow Local Area Plan, or WELAP, and do so as a concerned citizen and long-term resident of Elbow Park for over 35 years.

As a community member of the Heritage Working Group associated with the WELAP, I must first of all congratulate the City of Calgary employees who led that working group. Their collaborate approach to engage citizens in the development of the Heritage Guidelines for this area were exemplary. They listened, evaluated feedback and provided considered responses that incorporated some of that feedback into the Heritage Guidelines where appropriate. Where feedback was not incorporated, they ensured we were provided with meaningful rationale for their decision. The City of Calgary Heritage Working Group project team should be commended for their approach and the corresponding outcome of the Heritage Guidelines, and the associated Implementation Guide, for the WELAP.

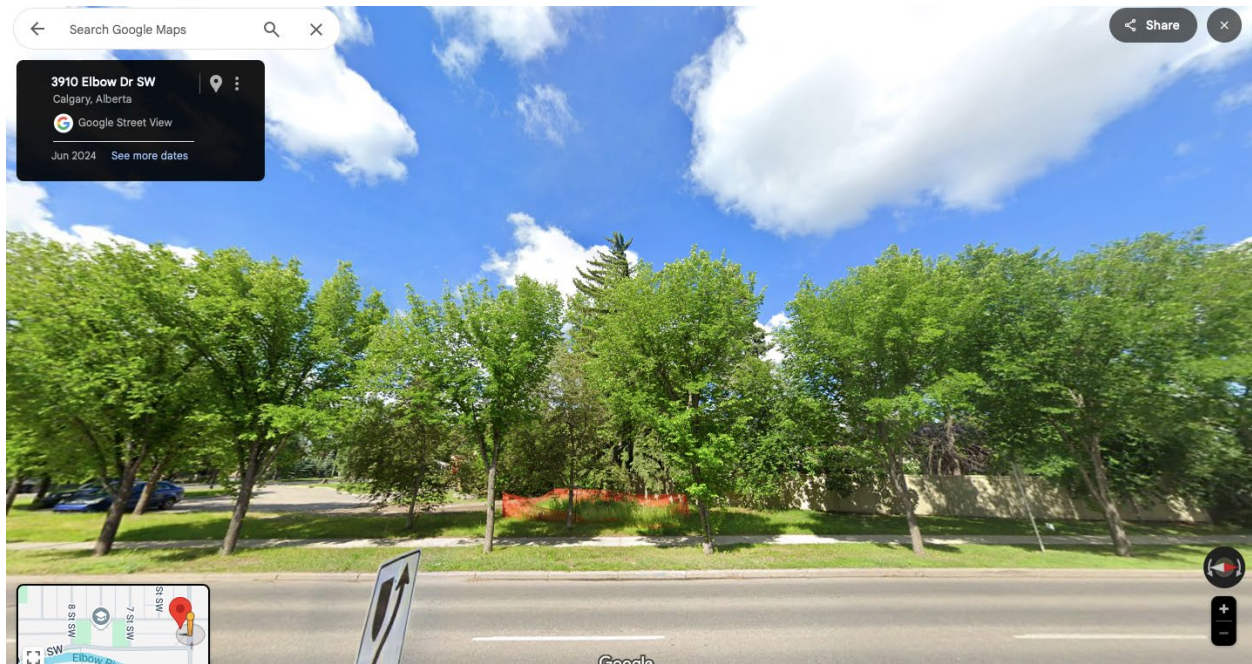
Despite my support for the Heritage Guidelines in the WELAP, I feel compelled to provide feedback on some aspects of the WELAP that I believe will be detrimental to our community. As they say “the devil is in the details” so I would like to get into some details now.

Specifically, I ask you to refer to Map 4: Building Scale on page 26 of the WELAP. I have provided an excerpt of that page below where I have outlined the area in blue that has been proposed as Low Modified (up to 4 stories).

Within the outlined area on the lower right, you can see a small grey triangle that denotes a City Right of Way that I am told reflects a historic streetcar turnaround. It is important to note that unlike the other shaded areas on Elbow Drive there are no lots that face Elbow Drive on the east facing bock between 38th Ave and Sifton Boulevard. This is also the only area that proposes Low Modified Building Scale halfway down the block faces on Sifton Boulevard and on 38th Ave that encroaches on Limited Building Scale areas in the adjacent residential neighbourhood. It should also be noted that the east facing block face on Elbow Drive outlined is a very nice green space with a lot of mature trees that should be preserved.



The photo below is a screen shot of the specific area referenced above from Google Maps that shows the green space and mature trees.



Based on the specific nature of this area, it is respectfully requested that Map 4 of the WELAP be updated to retain this area as Limited Building Scale and that the east facing block on Elbow Drive between 38th Ave and Sifton Boulevard be shown as “green space”.

We appreciate your consideration of the above and look forward to your feedback on the WELAP.



Public Submission

CC 968 (R2024-05)

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First name [required]

Patti

Last name [required]

DeDominicis

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required]

Standing Policy Committee on Infrastructure and Planning

Date of meeting [required]

Apr 2, 2025

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters

9:30 am Infrastructure & Planning Committee - West Elbow Park Local Area PI

Are you in favour or opposition of the issue? [required]

In favour



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

The plan strives for continuous improvement in the area by increasing the interest and enjoyment to live in these communities. Some of the most interesting and walkable communities have population, commercial interaction, parks, and opportunity for artistic and engaging spaces. This adds character, life, and excitement to a community. The plan will attract interest to people to come and live in a community that has been well thought out and provides human connection. The plan will provide engagement by many Calgary parties to provide liveable areas with innovative ideas that will enhance opportunity of employment and quality living spaces. Arousing the Calgary communities curiosity in the new LAP increases the excitement and possibility of positive change. Attending the last 4 community engagements I have seen the hard work of the City Planners in wanting to improve this area and I was extremely impressed how they have planned for transportation. I am excited to see the plan come to fruition.



Public Submission

CC 968 (R2024-05)

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First name [required] Lisa

Last name [required] Poole

How do you wish to attend?

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What meeting do you wish to comment on? [required] Standing Policy Committee on Infrastructure and Planning

Date of meeting [required] Apr 2, 2025

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters West Elbow Local Area Plan

Are you in favour or opposition of the issue? [required] In opposition



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME 2025Mar24_WELAP_Joint Letter_Final.pdf

ATTACHMENT_02_FILENAME

We respectfully request for the West Elbow Local Area Plan to be referred back to administration at the Infrastructure and Planning Committee (IPC) meeting on Wednesday, April 2, 2025.

Lisa Poole,
President, Elbow Park Residents Association
On behalf of:

- Bob Lang - Cliff Bungalow Mission Community Association
- Zaak Karim - Cliff Bungalow Mission Community Association
- Martina Walsh - Elbow Park Residents Association
- Ruth Parent - Erlton Community Association
- Heesung Kim - Erlton Community Association
- Lucas Duffield - Mount Royal Community Association
- Roy Wright - Mount Royal Community Association
- Chris Davis - North Glenmore Community Association
- Patrick Gobran - North Glenmore Community Association
- Kevin Widenmaier - Richmond Knob Hill Community Association
- Phil Harding - Richmond Knob Hill Community Association
- Paul Storwick - Rideau Roxboro Community Association
- Carl Brown - Rideau Roxboro Community Association
- David Gates - Scarboro Community Association
- Peter Dennis - Scarboro Community Association

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

Via email

March 25, 2025

Re: Request To Refer West Elbow Lap Back to City Administration

Dear Mayor & City Councillors,

We, the undersigned communities, are writing to raise our shared concerns related to the West Elbow Local Area Plan (WELAP). This letter is primarily focused on procedural concerns, notably a deeply flawed consultation process and a lack of alignment with both the current Municipal Development Plan (MDP) and the proposed Calgary Plan. The concerns of individual community associations related to the substantive content of the plan and its negative impact on their community will be sent separately.

Generally, our communities are in favour of following the planning principles outlined in the MDP which encourage “moderate intensification in a form and nature that respects the scale and character of the neighbourhood” (pg. 102). The MDP focuses increased density on nodes and corridors rather than spreading density across the neighbourhood in a “free range” style of planning. Regrettably, we do not believe that the final version of the West Elbow Local Area Plan reflects these principles.

Working with City planners, community association volunteers were selected for a “Working Group” and dedicated considerable time and energy to achieve a successful planning process that would help guide our communities into the future. However, the WELAP process did not promote genuine community engagement, rather it gave the illusion of consultation without fostering meaningful participation. The Working Group was never convened in its entirety, missing vital opportunities to understand differing perspectives and collaborate on shared outcomes. The sessions lacked opportunities for authentic dialogue and did not sufficiently consider local community expertise.

Throughout the process, committee members were assigned peripheral tasks that advanced what appeared to be predetermined City objectives and conclusions. Any attempt to challenge the basic assumptions underlying the City’s approach was quickly curtailed. This letter is intended to convey our strong sense that, overall, this process was more about The City *claiming* it engaged with West Elbow residents—citing numerous meetings and countless hours of discussion—than actually valuing meaningful input. We believe that our concerns have not been acknowledged, let alone taken into account. Our voices have not been heard. This one-size-fits-all approach to urban planning fails to acknowledge and respect the distinctive characteristics of each community. We feel obliged to share with you our collective sense of disconnection and disappointment with the outcome.

We believe The City needs to take corrective action by entering into genuine community level consultations. Such an addition to the LAP process would provide The City planners with the latitude to more fully understand and acknowledge the nuances of our diverse communities. This in turn provides The City with the opportunity to better harness the expertise of community level specialists in the formulation of the WELAP.

The West Elbow Local Area Plan does not appear to align with the present MDP and also does not appear to align with the now postponed Calgary Plan. We believe the deferral of The Calgary Plan to 2026, and Council's recent decision to turn down the LAP Updates, reflects a growing awareness of possible gaps in the planning process, specifically as it relates to insufficiently fusing the local expertise (and lived experience) of community residents with the planning expertise within the City of Calgary's Planning & Development Services Department. The proper integration of community knowledge and experience with the City's planning expertise offers the greatest promise of achieving a shared long-range vision for our city.

Respectfully, we ask you to refer the West Elbow Local Area Plan back to administration to do proper community engagement that is two-way, where real issues are discussed and solutions sought. We also ask that you acknowledge and direct administration that engagement can only be done with approved visionary statutory documents, currently the MDP. If we are to use The Calgary Plan as the goal post, then it needs to be approved before engagement, so everyone is on the same page. Without commitment to one plan or the other, how can anyone, including city employees, be expected to understand the full vision and impact the LAP process. Community associations and residents want to come to the table to share our knowledge and work together for a better Calgary. If we can adopt an approach of working together, where our voices matter, we are confident we can improve the WELAP to a point where it has consensus among the majority of WELAP communities and their residents.

Sincerely,

Cliff Bungalow Mission Community Association (2)
Elbow Park Residents Association
Erlton Community Association
Mount Royal Community Association (2)
North Glenmore Community Association
Richmond Knob Hill Community Association
Rideau Roxboro Community Association (2)
Scarboro Community Association



Public Submission

CC 968 (R2024-05)

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Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required] Heesung

Last name [required] Kim

How do you wish to attend? In-person

You may bring a support person should you require language or translator services. Do you plan on bringing a support person? no

What meeting do you wish to comment on? [required] Standing Policy Committee on Infrastructure and Planning

Date of meeting [required] Apr 2, 2025

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters West Elbow Communities Local Area Plan

Are you in favour or opposition of the issue? [required] In opposition



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

ECA Comments Phase 4 WELAP.pdf

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)



Erlton Community Association
PO Box 94078
Elbow River RPO
Calgary, AB T2S 0S4

March 25, 2025

The City of Calgary

To Mayor Gondek and members of Calgary City Council

Re: West Elbow Local Area Plan (WELAP) Phase 4 Engagement

The Erlton Community Association (ECA) supports the Request to Refer West Elbow LAP Back to Administration by the group of communities in the WELAP.

Should City Council decide to proceed with its adoption, the ECA wishes to express its profound disappointment that there were no modifications to the maximum potential height shown in Map 2: Draft Building Scale from the Phase 3 engagement.

As stated in our previous letters (attached), the ECA believes a better building scale would be to allow up to 6 storeys (similar to what is currently developed on the north side of 25th Ave) on the south side of 25th instead of the proposed up to 12 storeys, with potentially up to 6 storeys along Macleod Trail, with the balance up to 3 storeys as currently exists. This was proposed in our response to the Phase 3 draft.

In recent years, after decades of spotty redevelopment after the 1982 adoption of the Erlton Area Redevelopment Plan (ARP), the area has been redeveloping with grade-oriented housing. The proposed increased massing will create uncertainty as it will result in an expectation of increased land value, resulting in land banking, lack of maintenance for properties considered to be land value, and the degradation of the community. Further, the ECA would like to make the following points:

1. Residents have purchased or built their homes on the expectation that the compromise that resulted in the Erlton ARP would be respected.
2. Erlton is a very small, progressive community – for example, we supported the redevelopment of Erlton School for affordable housing with more units within the allowable massing.
3. The grade-oriented requirement allows for a diversity of households, including families with young children. Allowing up to six storeys will inevitably result in apartment-style housing, a building form that was explicitly not allowed in the Erlton ARP.

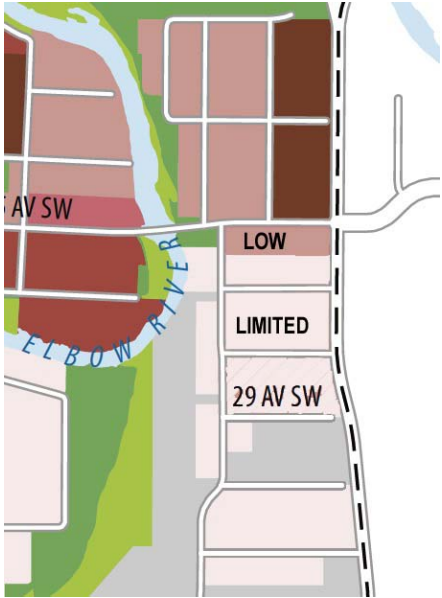
If the WELAP is adopted, we urge City Council to amend Map 4: Building Scale as attached.

The other portions of the WELAP as it affects Erlton are supportable.

The Erlton Community Association

A handwritten signature in blue ink, appearing to read 'Heesung Kim', is written over the typed name.

Per: Heesung Kim, Chair,
Planning and Development Committee



Requested modifications to
Map 4: Building Scale
are in this area between
25th Ave SW and
29 Ave SW.

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)
- Highest (over 26 Storeys)
- Modified Building Scale Area
- No Scale Modifier
- Natural Areas
- Parks and Open Space
- Plan Area Boundary



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First name [required] Zaakir

Last name [required] Karim

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Standing Policy Committee on Infrastructure and Planning

Date of meeting [required] Apr 2, 2025

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters West Elbow Communities Local Area Plan

Are you in favour or opposition of the issue? [required] In opposition



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

CBMCA WELAP Comment - Final.pdf

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

This is a comment of concern rather than outright opposition.

CLIFF BUNGALOW-MISSION COMMUNITY ASSOCIATION

Planning and Development Committee

462, 1811 4 Street SW, Calgary Alberta, T2S 1W2
Community hall and office, 2201 Cliff Street SW
www.cliffbungalowmission.com
cbmca.development@gmail.com



March 25, 2025

City of Calgary
Planning and Development
Third floor, Municipal Building
800 Macleod Trail SE
Calgary, Alberta

Re: **West Elbow Local Area Plan**
Decision: **Letter of Concern**

The Cliff Bungalow-Mission Community Association (“CBMCA”) has reviewed the West Elbow Local Area Plan (“WELAP”). Based on its review, the CBMCA offers three discussion points in outlining its [Letter of Concern](#).

1. **The WELAP is on the right track.** Peter Schryvers and his team should be commended in their management of the WELAP process. In broad strokes, the current draft of the WELAP sets a reasonable balance between heritage preservation and densification through redevelopment. It is also setting a reasonable balance between top-down planning prescriptions and allowing free-market discretion in deciding where future development should go based on evolving consumer/citizen preferences. The WELAP is on its way to being a real success.
2. **The WELAP would benefit from further engagement with focus groups that have deep expertise on their specific communities.** The WELAP engagement process – while well intentioned – diluted the deep expertise residents have within their own community in favor of engagement breadth. In engagement sessions, all participants were encouraged to provide anonymous comments on their own community, in addition to other communities within the West Elbow Local Area. Given the anonymity of comments, all feedback would have been given near equal weight in the engagement process and “What We Heard Reports” that formed the basis of sharing citizen feedback. While such a process has substantial value in obtaining a diversity of opinions, it also has a significant drawback. Specifically, giving equal weighting to all opinions drowns out local subject matter experts in each community.

Given the above, we believe the draft WELAP would benefit from community level consultations. Such an addition to the LAP process would provide the WELAP planners

with the latitude to more fully understand and acknowledge the nuances of our diverse communities. This in turn provides City Administration with the opportunity to better harness the expertise of community level specialists as they refine the WELAP.

Specific to this concern, the CBMCA made 10 suggestions for improvement to the LAP draft maps, providing in-depth commentary and analysis for each of its suggestions. Only two suggestions were fully implemented by the WELAP team. One suggestion was partially implemented. And seven suggestions were not implemented at all.

No formal feedback or engagement sessions took place with the CBMCA explaining why the WELAP team only incorporated 2-3 of the 10 suggestions for improvement. While full engagement doesn't require the implementation of all (or even most) of a stakeholder's suggestions, it does require a back-and-forth dialogue to take place. As such, the CBMCA believes further consultation and engagement is required on the eight suggestions that were not fully implemented. In the Appendix to this note, we have attached our comment to the WELAP team outlining the CBMCA's 10 suggestions for improvement to the WELAP.

- 3. The Heritage Guidelines Implementation Guide needs further refinement and engagement as it relates to Precinct Policies.** Ensuring sufficient heritage protections within the WELAP is of high importance for the CBMCA and residents of Cliff Bungalow-Mission. At this time, the Precinct Policies of the Heritage Guidelines Implementation Guide are lacking. There is only a single precinct policy for Cliff Bungalow-Mission as it relates to second and third level balconies. There are no precinct policies with regards to materiality, roof pitch, window/door details, or architectural form. There are no precinct policies on front yard setback or height, which are two extremely important guardrails for heritage guidelines within Cliff Bungalow. Of note, the existing Cliff Bungalow ARP currently provides direction on these precinct level details. This suggests that the Heritage Guidelines Implementation Guide – as it reads today - may actually be watering down some of the prescriptive policies that protect Cliff Bungalow's heritage areas.

The CBMCA recently opposed an LOC Application within its Heritage Guidelines Areas based on height. The CBMCA is also engaged in two SDAB appeals with regards to non-conforming architectural forms and front setbacks within its Heritage Guideline Area. These SDAB appeals add substantial cost to the development process and are driven by a lack of clarity with regards to the degree to which developers need to respect heritage guidelines requirements. This underscores the importance of ensuring the precinct policies of the Heritage Guidelines Implementation Guide are complete. Failure to do so could lead to an outcome where the CBMCA would need to become substantially more litigious as it relates to SDAB Appeals, which results in a more acrimonious relationship between residents, City Administration and the developer community.

Respectfully, we request that you refer this version of the West Elbow Local Area Plan back to City Administration for further consultation with respect to (1) ensuring it better incorporates the input of local community experts and (2) creating a more fulsome set of precinct policies within the Heritage Guidelines Implementation Guide.

Zaakir Karim

Director, Planning and Development Committee
Cliff Bungalow-Mission Community Association
cbmca.development@gmail.com

Appendix 1 – CBMCA’s 10 suggestions to WELAP Maps

CLIFF BUNGALOW-MISSION COMMUNITY ASSOCIATION

Planning and Development Committee

462, 1811 4 Street SW, Calgary Alberta, T2S 1W2
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www.cliffbungalowmission.com
cbmca.development@gmail.com



June 26, 2024

City of Calgary
Planning and Development
Third floor, Municipal Building
800 Macleod Trail SE
Calgary, Alberta

Re: **Feedback on West Elbow Communities Local Area Plan Draft Chapter 2**

The Cliff Bungalow-Mission Community Association (“CBMCA”) is submitting the comment below with regards to the West Elbow Communities Local Area Plan Draft Map in Chapter 2. The CBMCA has identified 10 areas within the Cliff Bungalow-Mission community that should be considered for adjustments. The CBMCA’s proposed changes are outlined in the map below with accompanying commentary.

Cliff Bungalow Mission Community Association

Feedback on West Elbow Communities Local Area Plan Draft Chapter 2

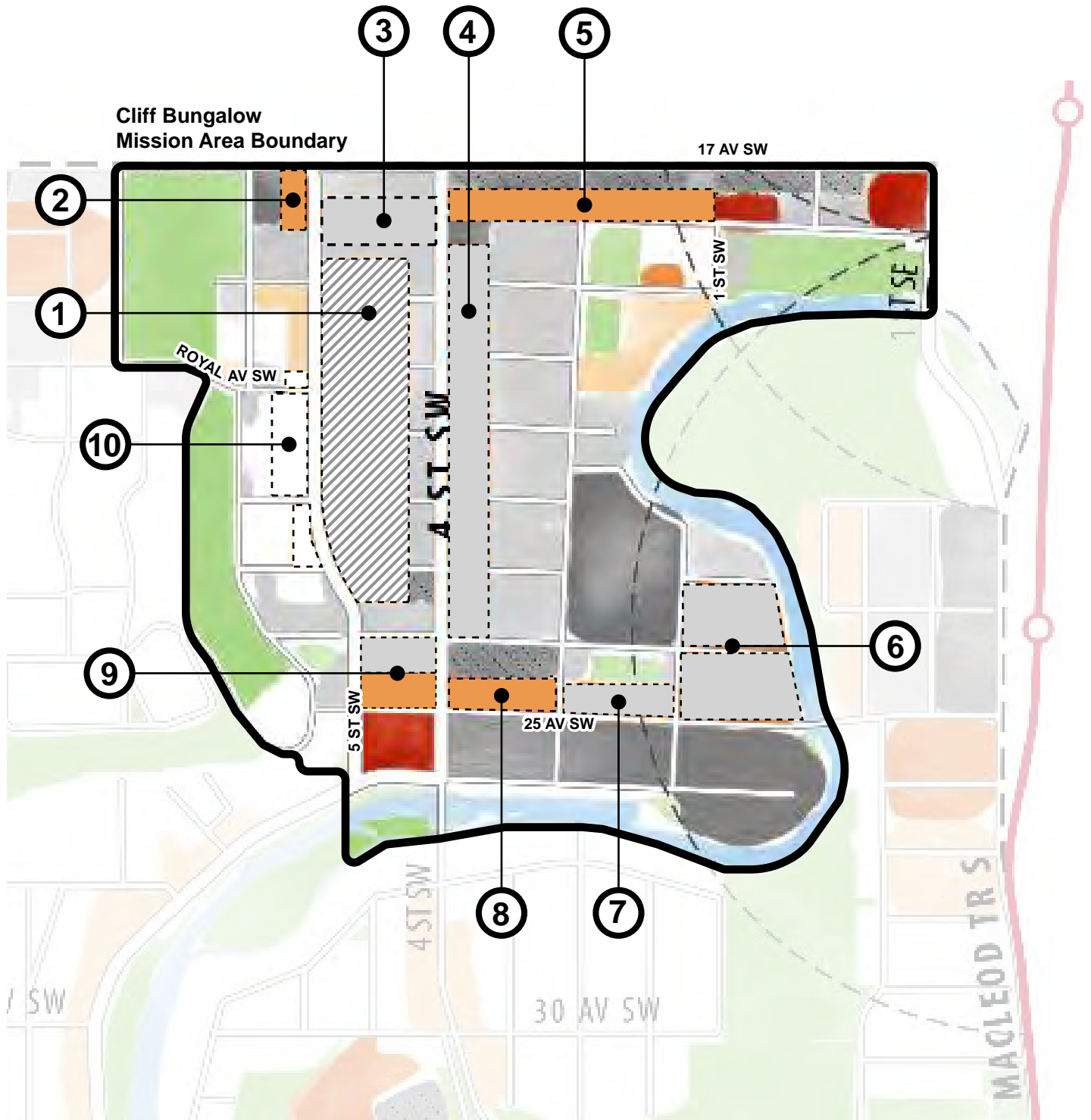
Figure 3: Existing & Potential Areas for Growth Map

Legend

- Existing Growth Area 4-6 Storeys
- Existing Growth Area 7-12 Storeys
- Existing Growth Area 12+ Storeys
- Potential Growth Area 4-6 Storeys
- Potential Growth Area 7-12 Storeys
- Potential Growth Area 12+ Storeys
- Plan Area Boundary

IP2025-0281
Attachment 9

- Blue Line LRT
- Red Line LRT
- Multi Line LRT
- Future Green Line LRT
- MAX Purple
- MAX Teal
- MAX Yellow
- MAX Multi
- Distance from Station



Item 1. Disagree with proposed change. CBMCA suggests leaving this area as a mix of white and grey.

The CBMCA understands the City of Calgary’s rationale with regards to normalizing this area to allow for 4-6 storey multifamily buildings. In alignment with this, the CBMCA has been supportive-on-balance for proposed 4-6 storey multifamily development applications within this area.

However, the CBMCA’s formal vision on this area is as follows: “Outside of the Historical Conservation and Infill Area of Cliff Bungalow, sensitive densification within the residential core of Cliff Bungalow is largely expected to equate to an eclectic mix of new and restored single-family homes, townhouses and 3-5 storey multi-family buildings.” The current mish-mash of zoning within this area encapsulates the CBMCA’s visions for the area and is best captured with a mix of white and grey shading. The mish-mash is a feature rather than a bug.

The CBMCA’s concern is that blanketing this area as a 4-6 storey potential growth-area in turn implies that the city is comfortable with losing the single-family homes and townhouses within this area, which is at odds with the CBMCA’s vision for this area as an “eclectic mix of house, townhouses and apartments.” It would further encourage developers to consolidate lots for development into these higher forms and further disincentivize heritage designations. The CBMCA prefers “strategic ambiguity” for this area.

Item 2. The CBMCA directionally agrees with increasing allowable height for this parcel, but disagrees with proposed scale. CBMCA suggests shading this parcel Orange instead of Red.

The rationale to upzone this parcel is largely informed by Arlington Street’s LOC Application to zone the contiguous parcel to the west. The ASI parcel allows for a five-storey mixed-use podium along 17 Avenue SW (due to adherence to shadowing considerations) and 16-storey, multi-residential building further south.



Exhibit 1. ASI’s Arlington Street Project has a mixed-use component along 17 Avenue SW of ~3.0x and a multifamily component of 8.0x, which the total project exceeding 6.0x FAR. This is too much massing and height for a transitional zone between 5.0x and 3.0x.

The CBMCA position for ASI’s LOC Application was that an 8-10 storey tower was more appropriate than a 16-storey tower as it allowed for a transition between the maximum 5-storey buildings within the core of Cliff Bungalow and typical 10-15 storey-developments within the Beltline that are achievable with an FAR of 5.0x-7.0x. The idea of transitioning from a 10-15 storey (FAR 5.0x-7.0x) development in the Beltline to a 16-storey tower in Cliff Bungalow (7.5x-8.5x FAR) and then to 4-6 storey developments (~1.5x-3.0x) within the core of Cliff Bungalow is nonsensical. However, the LOC Application process does not allow for such nuance because City Council is ultimately presented with two choices (existing vs proposed) rather than a discussion of what is optimal. A reasonable “transitional area” between the FAR of 5.0x-7.0x allowed in the Beltline and 1.5x-3x in the core of Cliff Bungalow would be an area of 3.5x-4.5x FAR which would translate to a 7-12 storey development.

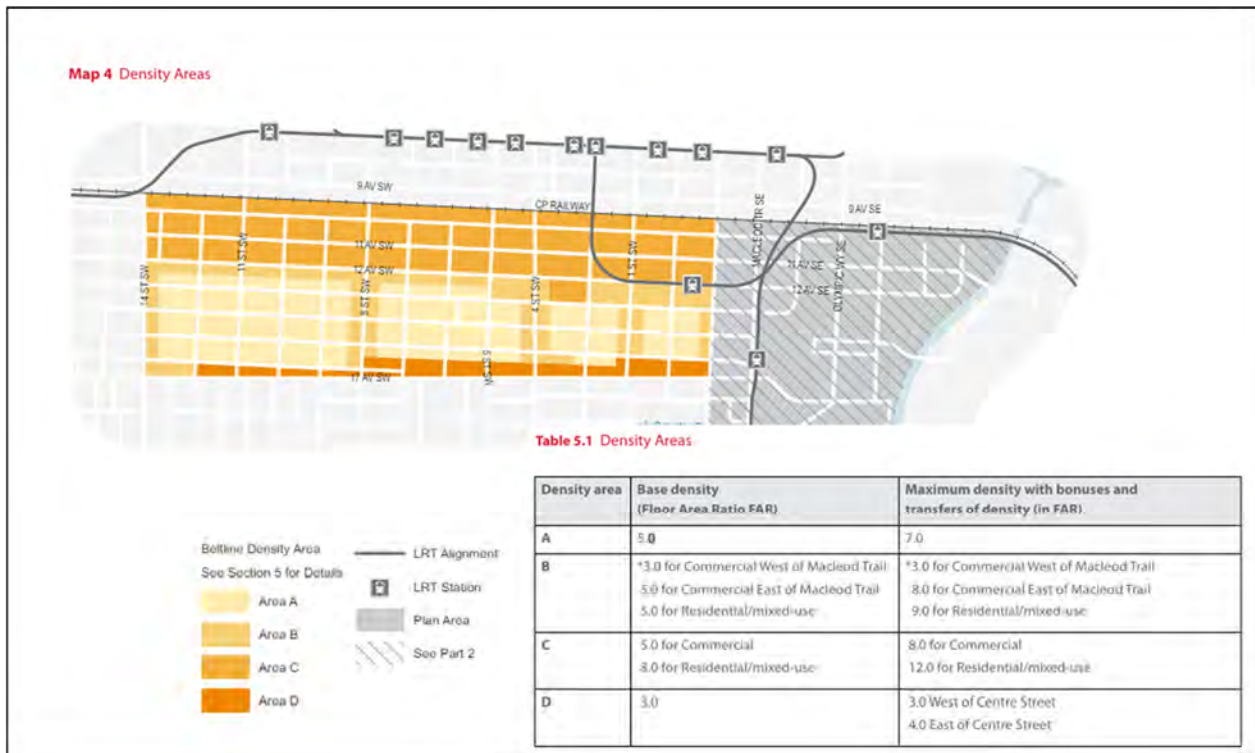


Exhibit 2. The Beltline ARP denotes the south end of the Beltline as allowing developments with an FAR of 5.0x-7.0x (Area A). The core of Cliff Bungalow has seen appropriate developments between FAR of 1.5x-3.0x. As such, the transitional area between Cliff Bungalow and Beltline should fall between 3.0x-5.0x.

Item 3. Disagree with proposed change. CBMCA suggests leaving this grey.

One rationale of upzoning the parcels along 17 Avenue SW between 5 Street SW and 5A Street SW is that the lack of a laneway allowed for a five-storey mixed-use podium along 17 Avenue SW with taller tower component at the south end of the podium. Allowing for a taller tower provided the developer with a higher budget to pursue higher quality architectural designs and façade materials.

However, between 4th Street SW and 5th Street SW, a laneway runs between 17th Avenue and 18th Avenue. This makes the same strategy unviable for this block. As such, the appropriate zoning would be to keep building heights at 4-6 storey along the north side of 18 Avenue for this block (uniform with the buildings further south). The CBMCA would be open to supporting a 7-12 storey building if a developer was able to consolidate buildings on both sides of the block (similar to Hines One Park Central in the Beltline).

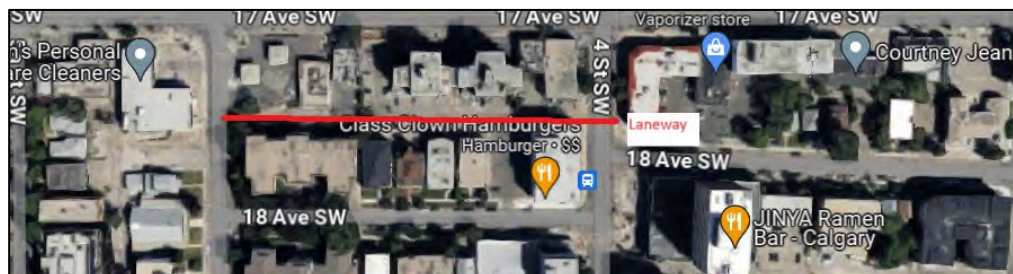


Exhibit 3. A laneway between the 17th Avenue and 18th Avenue makes projects such as ASI's Arlington project unviable for this block. There is also agreement that the west side of 4th Street should remain within 4-6 storey guardrails to minimize shadowing.

Item 4. Disagree with proposed changes. CBMCA suggests leaving this grey.

The vision for Cliff Bungalow-Mission is to allow for taller buildings around the periphery of the community, allow for 2-5 storey buildings through the core of the historic community and allow for 1-3 storey buildings within the Heritage Conservation and Infill Policy Area. The CBMCA believes 4th Street SW should be treated the same, with higher building forms allowed closer to 17 Avenue SW and 26 Avenue SW and lower building forms allowed through the core.

Allowing increased building heights along the east side of fourth street through the core of the neighborhood would have three adverse impacts. First, it adversely impacts the pedestrian experience along 4th Street SW which is negative for everyone who lives in the local area. Second, it would increase the incentive to redevelop the unprotected, historically significant commercial buildings on fourth street including Young Block, Wright Block, Bannerman Block and Inglis-McNeill block. This would largely gut the eclectic nature and historic importance of 4th Street. Third, it would break up the rhythm of 4-6 storey buildings through the core of the neighborhood, which runs counter to the vision for Mission-Cliff Bungalow.

Maxwell Bates Block, a recently developed four-storey building provides a good example of what 1-6 storey developments along fourth street should look like.



Exhibit 4. Maxwell Bates Block

Item 5. Directionally agree with increasing allowable height, but disagree with proposed scale to some extent. CBMCA suggests partially changing this to Orange and partially keeping this as red. Similar to Item 2, the lack of a laneway between 17 Avenue SW and 18 Avenue SW between 4th Street SW and 1st Street SW allows for a higher building form. A higher building form has the advantages. First, a higher building form allows for a larger developer budget for architectural design and exterior cladding material, which enhances the pedestrian experience along 17 Avenue SW. Second, it allows for a height transition between the 5 storeys allowed through the core of Mission and the 12+ storeys allowed in the Beltline. Third, the pedestrian experience is still important along 17th Avenue this area, which suggests there should be some consideration given to restrain building height on the southside of 17 Avenue SW (to limit shadowing on the north side of 17 Avenue SW). As such, the CBMCA proposes that this area be shaded in orange rather than in red.

To the east of first street, proximity to the Victoria Park C-Train Station suggests that higher building forms are more appropriate (TOD). Additionally, the proximity to Macleod Trail implies the ending of the pedestrian experience along 17 Avenue SW, which in-turn allows for larger building forms that cast larger shadows. And finally, allowing higher building forms at 1st Street SW aligns symmetrically with the Beltline, which allows higher building forms, both along 1st Street SW and Macleod Trail.

6. Disagree – CBMCA suggests leaving this grey.

The CBMCA believes one-way laneways (due to the river), narrow avenues with cul-de-sacs (due to the river), context with building heights in Erlton across the river (3-4 storey), and shadowing concerns around the Elbow River (environmental concerns), suggest it is appropriate to leave this area (shown in red below) as allowing for 4-6 storey development, up from 4-5 storeys currently.



Exhibit 5. Mission on the river

Furthermore, the CBMCA notes that there is a large TOD site in Erlton three blocks away that allows for substantial densification of the local TOD area already. This Erlton site - controlled by Anthem Developments - will provide substantial new (expensive) housing once developed, but the walkable area around the transit station requires more affordable housing options as well, which is exactly what current developments within these blocks provide. It is important to the CBMCA that some of residential developments within the TOD area of Cliff-Bungalow Mission remains affordable and these market-oriented, affordable rentals are popular with students (due to

accessibility of transit), young families with children (due to quietness and proximity to William Aberhart Park and Lindsey Park) and for new immigrants (due to accessibility of transit).

7. Disagree – Adverse impact of shadowing on greenspace. CBMCA suggests leaving this grey.

The shadowing of a larger building form in this block would adversely impact shadowing on Mission's only public greenspace of any real size (William Aberhart Park). The only other park in Mission – Rouleauville Square – is not greenspace. The integrity of this greenspace needs to be protected, which requires limiting building heights in this block.



Exhibit 6. Area around William Aberhart Park

8. Directionally agree with increasing allowable height, but disagree with proposed scale to some extent. CBMCA suggest changing this to Orange instead of Red.

The buildings along 26 Avenue SW and the south side of 25 Avenue SW allow for a maximum 15-storey height. It is the CBMCA's understanding that the City of Calgary is strongly advocating to keep this height limit in place for the newest proposed development within this area.

As such, a transitional area between the 15-storey buildings to the south of 25 Avenue and 5-storey buildings to the north would allow for 7-12 storeys, which is Orange. Additionally, note that parcels to the north of this area are incorrectly shaded. The correct shading is light grey, corresponding to 4-6 storey developments.



Exhibit 7. Transitional area between 15-storey buildings and 5 storey buildings

9. Directionally agree with increasing allowable height, but disagree with proposed scale to some extent. CBMCA suggest changing this to Orange instead of Red.

The buildings along 26 Avenue SW and along the south side of 25 Avenue SW have a maximum height of 15-storeys. As such, a transition area between the 15 storey buildings to the south and 4-6 storey buildings to the north would allow for 7-12 storeys. As such, the CBMCA suggests this area should be shaded orange instead of red on the south side of the laneway and grey instead of red to the north side of the laneway. Of note, the newly built Riverwalk development is 12 storeys.



Exhibit 8. The Riverwalk, a transitional 12-storey building

10. The heart of the Infill and Conservation Area should be left fully unchanged. Outside of the heart of the Infill and Conservation Area, parcels along the west side of 5th Street SW can support 4-6 storey developments.

The “Conservation and Infill” Policy Area consists primarily of low-density residential structures, and thus allows for the development of single-detached, semi-detached and townhouse dwellings (both row-townhouses and courtyard style townhouses). As shown in the map below, this remains contextually appropriate in part because the “Conservation and Infill” Policy Area of Cliff Bungalow is contiguously bounded by the low-density residential areas of Elbow Park (and Rideau

and Roxboro) to the South and Upper Mount Royal to the West. The CBMCA believes these four blocks of primarily low-density, residential dwellings should thus be viewed as an extension of these low-density neighborhoods. As such, the “Conservation and Infill” Policy Area should be treated in-line with City Administration’s vision for other low-density residential areas within the inner-city, allowing for single-family homes, semi-detached dwellings and townhouses.



Exhibit 9. The “Conservation and Infill” Policy Area of Cliff Bungalow is best understood as a low-density residential neighborhood that is a continuation of Elbow Park and Upper Mount Royal. Everything north of the yellow block on the west side of fifth street is a good candidate for a 4-6 storey potential growth area. The yellow area has lost some of its historical integrity, so upzoning to 4-6 storeys makes sense here too, but development here adhere to strict character requirements around considerations such as set-backs, materiality and architectural design.

The “Conservation and Infill” Policy Area largely consists of heritage homes and heritage apartment buildings, largely built between 1910-1920. Given that the “Conservation and Infill” Policy Area has been in existence for at least 35-years, it should be no surprise that it has attracted civic-minded homeowners and multi-family investors to the area that have used private capital to purchase, restore and steward their heritage homes and heritage apartments, furthering the MDP objective of historical preservation. As a result, the large majority of the block-faces within Cliff Bungalow’s “Conservation and Infill” Policy Area, fully meet the eligibility criteria for inclusion into the City of Calgary’s established “Heritage Area” framework.



Exhibit 10. This west-facing aerial view of the Cliff Bungalow’s “Conservation and Infill” Policy Area illustrates its historical importance, including two municipally designated buildings and numerous heritage homes and small-scale apartments of historical importance. Almost the entirety of the roughly four blocks of Cliff Bungalow’s “Conservation and Infill” Policy Area fully meets the eligibility criteria for inclusion into the City of Calgary’s established “Heritage Area” framework.

Very few such intact blocks of Edwardian era homes still exist within Calgary’s established area. City Council and City Administration should be studying policy ideas to further strengthen this heritage conservation policy area. The CBMCA believes that over time, these blocks could become one the only remaining living example of what Calgary looked like in the early-1900s. The idea that the homes within a heritage conservation area should be sacrificed for further densification as Calgary grows, in turn implies that heritage preservation matters less as Calgary’s population grows, when the opposite is true. The more Calgary ages, the more important heritage preservation of structures and areas becomes. And because of on-going suburban development, the proportion of heritage conservation areas within Calgary falls over time, even without considering that remaining unprotected heritage structures outside of conservation areas are demolished overtime to make way for redevelopment.

Outside of the Infill and Conservation Area, it seems reasonable to allow for 4-6 storey buildings along 5th Street SW. As such, the CBCMA is supportive of upzoning of the parcels along the west side of 5th Street SW, subject to the parcels falling outside of the infill and conservation area.



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First name [required] **Margo**

Last name [required] **Coppus**

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] **Standing Policy Committee on Infrastructure and Planning**

Date of meeting [required] **Apr 2, 2025**

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters **West Elbow Communities Local Area Plan**

Are you in favour or opposition of the issue? [required] **In favour**



Public Submission

CC 968 (R2024-05)

ATTACHMENT_01_FILENAME

WELAP IPC submission March 25, 2025.pdf

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

In general I am not opposed to the West Elbow Local Area Plan, but as I have outlined in the attachment I would like to suggest a few revisions.

March 25, 2025

Re: West Elbow Communities Local Area Plan

Dear Members of the Infrastructure and Planning Committee:

I would like to bring a couple of concerns to your attention in the hope that you will consider some revisions to the Final Draft of the West Elbow Plan.

1. On map 5 page 93, all of Elbow Drive is clearly identified as a Heritage Guideline Area. While I am not opposed to gentle densification along Elbow Drive, I don't think that the Low-Modified designation of up to 4 storeys is compatible with the existing realm of Elbow Drive, where most homes are 2 or 2.5 storeys at the most.

Densification could be achieved with semi-detached or 2 to 2.5 storey row housing.

I would suggest revising the scale to "limited".

2. Then there is the block between Sifton Blvd and 38 Ave on the west side of Elbow Drive, which is also indicated as Low-Modified. This block has some historical significance as it used to be the Streetcar Turn-around. Beside that it contains the Dr. Messenger House, which is on the Inventory of Historic Resources. There are also quite a few beautiful mature trees on it. See attached photos.

I believe that these are enough reasons to designate this block as Parks and Open Spaces. It would be a great location for a historical plaque.

3. The other area I would like to draw attention to is the east side of 14 St. I realize that the City would like to see commercial along all of 14 St, but the east side borders on Neighbourhood Local. To jump from Neighbourhood Local (up to 3 storeys) to Neighbourhood Flex up to 6 storeys, does not seem right. The homes east of this will lose a lot of afternoon/evening sunlight as well as privacy in their backyards. There really needs to be a transition zone.

Thank you for giving citizens the opportunity to voice our concerns and thoughts.

Sincerely,
Margo Coppus
Elbow Park Resident



View of west side of Elbow Drive at Sifton Blvd
Messenger House in the background.





Public Submission

CC 968 (R2024-05)

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Personal information provided in submissions relating to matters before Council or Council Committees is collected under the authority of Bylaw 35M2017 and Section 33(c) of the *Freedom of Information and Protection of Privacy (FOIP) Act* of Alberta, and/or the Municipal Government Act (MGA) Section 636, for the purpose of receiving public participation in municipal decision-making and scheduling speakers for Council or Council Committee meetings. **Your name and comments will be made publicly available in the Council or Council Committee agenda and minutes.** If you have questions regarding the collection and use of your personal information, please contact City Clerk's Legislative Coordinator at 403-268-5861, or City Clerk's Office, 700 Macleod Trail S.E., P.O. Box 2100, Postal Station 'M' 8007, Calgary, Alberta, T2P 2M5.

Please note that your name and comments will be made publicly available in the Council or Council Committee agenda and minutes. Your e-mail address will not be included in the public record.

ENDORSEMENT STATEMENT ON TRUTH AND RECONCILIATION, ANTI-RACISM, EQUITY, DIVERSITY, INCLUSION AND BELONGING

The purpose of The City of Calgary is to make life better every day. To fully realize our purpose, we are committed to addressing racism and other forms of discrimination within our programs, policies, and services and eliminating barriers that impact the lives of Indigenous, Racialized, and other marginalized people. It is expected that participants will behave respectfully and treat everyone with dignity and respect to allow for conversations free from bias and prejudice.

First name [required] MARTIN

Last name [required] HORE

How do you wish to attend?

You may bring a support person should you require language or translator services. Do you plan on bringing a support person?

What meeting do you wish to comment on? [required] Standing Policy Committee on Infrastructure and Planning

Date of meeting [required] Apr 2, 2025

What agenda item do you wish to comment on? (Refer to the Council or Committee agenda published [here](#).)

[required] - max 75 characters WEST ELBOW COMMUNITIES LOCAL AREA PLAN

Are you in favour or opposition of the issue? [required] In opposition

ATTACHMENT_01_FILENAME

LAP West Elbow Comments - Submitted.docx

ATTACHMENT_02_FILENAME

Comments - please refrain from providing personal information in this field (maximum 2500 characters)

I am in opposition to aspects of this LAP – namely the replacing of very new and occupied properties, on corridors recently re-constructed, in favour of more lucrative high storey condo buildings.

I also oppose new condos fronting Bike Lane corridors as it is now proven that those new residents DO add motor vehicles to the surrounding infrastructure at the rate of 1 or 2 per unit minimum, vehicles that have not been planned for, or accommodated within Building Permits.

Given that this LAP will be Signed Off – there needs to be a Governance Charter to acknowledge and protect existing residents from bad actors, bad practices, and bad process – given that construction in already Residential Areas will be a mainstay for decades to come due to this LAP.

Please see attachment for detailed comments.

WEST ELBOW COMMUNITIES LOCAL AREA PLAN

Please add to written record

Councillors

Having voted through previous LAPs already, you may have already heard and disregarded similar observations. Please allow mine for the record.

1) Existing Properties and Residents

The West Elbow plan has many streets, intended for 4 and 6 Storeys, that already have New Houses in situ – Altadore is already 80% rebuilt and most of that over the last 15 years. Garrison Woods properties at 23 years old are among the oldest buildings on 20th St. The rest is even newer, same for 16th St, 42nd Ave, 50th Ave.

Yet the plan advocates to tear down these properties in favour of larger and more lucrative buildings – this seems un-ethical / gratuitous to me. The optic being that this is more related to industry profits, being that these areas are so lucrative.

Current residents have endured many years of living next to construction and this plan merely lays out additional decades of the same impositions. We have done enough and have had enough.

I would also be interested to understand how the (many) current residents of these properties will be removed in order to enable this plan. We are quite happily enjoying our properties and many of us have no intention of moving, ever. If we did sell up, it would be to buyers who appreciate and wish to own a Family Home.

In the lucrative West Elbow communities at least, the removal of Single Family housing stock in favour of corporately owned Condo Buildings is simply pushing house prices further through the roof, in reaction to there being less (houses).

While at the same time Condo ownership groups charge very High Levels of Rent. In effect a Rent Trap for some.

No social issues are being solved with this approach, in fact quite the opposite.

2) **Bike Lane & Transit corridors**

Regards 20th St SW specifically – the building out of density on a corridor with a Bike Lane and Transit with a view to limiting and/or deterring the influx of motor vehicles – as espoused by City Planners and some Councillors - is now proven as flawed.

Condos newly fronting the East side of 20th St without adequate (or any) garages on lot have seen an influx of motor vehicles at **1 or 2 per unit** with ZERO street parking on the East side (Bike Lane). This is NOT conjecture on my part – the numbers quoted are current and real. Proof of the outcome of this approach is already in view.

Bike Lane and Transit usage may indeed increase by a small percentage given high density influx, however, NOT to replace vehicles as a Primary. This simply is not happening.

NO-ONE IS MOVING INTO A 20TH ST CONDO WITH A BICYCLE OR TRANSIT PASS TO BE USED AS A PRIMARY MODE OF TRANSPORT OVER THE VEHICLES THEY BRING WITH THEM, NO-ONE. IT IS PROVEN ALREADY.

This assumption and (Planners) Blind Spot is already causing multiple local issues that cannot be solved with Permit Schemes – if you introduce more density (and therefore more vehicles) than existing street parking spaces via this LAP – then a Permit Scheme solves nothing – because EVERYONE is a resident and eligible for such a permit.

When Bike Lanes were installed a few years back – the main argument for 20th St viability was that relatively few houses fronted the East side (corner lots fronted side streets), therefore adverse impact on Parking could be minimal.

If that logic was true THEN – it is doubly TRUE now - yet your LAP advocates for many, many more properties FRONTING 20th St SW

To be clear – this is not about residents having to walk a few yards to their vehicles – as some Councillors have strongly maintained – this is about providing responsible infrastructure for **all outcomes**, as opposed to pretending vehicles will not arrive with new condo residents.

Allowing condo buildings without (on lot) garages on a Bike Lane corridor (with restricted parking already built in) is simply irresponsible planning.

FYI - I am fairly typical in this community, in that - I Walk - I Cycle - I Transit - I Drive a Car – the car is for reasons I do not need to explain. They are not going away. Accommodate them into your Planning or risk creating horrible places to live.

Added to which – due to the deliberately planned Parking Shortfall – we now see an epidemic of vehicles ‘Stopping’ in Bike Lanes – flashers on, for between 2 to 10 minutes – if anyone cares about that!

Given that you have narrowed the street to facilitate the Bike Lane in the first place – anyone Stopping (and therefore Blocking) that through road creates a dangerous situation as other vehicles attempt to pass.

Summertime is now ‘angry cyclist’ time on the stretch of 20th St that now has newly fronting condos.

3) **Governance in Local Residential Areas:**

When this LAP signs off and constant local construction in an already residential area ramps up – I would like Council to consider a Governance Charter to acknowledge that residents already exist and are living their lives in surrounding **homes**.

Sites only working Evenings, Weekends, Stat Hols INSTEAD of 9-5 Monday to Friday should not be allowed. Crews should not be disturbing residents to this degree, just because they are split across sites.

Multiple and differing In Flight building applications that elongate the time of build need to be stopped, my neighbours and I have been enduring construction noise from one such site for 2 years now – that is not reasonable.

Bait and switch of plans should not be allowed – 5 townhouses (with zero garages) should not turn into 10 condo units (with zero garages) mid build.

When building plans fundamentally change In Flight of a project without Local Residents being informed, we are not given the chance to comment or add local knowledge as we might have done during the initial engagement phase.

Start being honest and start counting Basement Suites as ‘Units’ – instead of pretending that they are just the basement of a townhouse – that ‘might not’ get rented out separately.

This misleads existing residents per expectation of the final build – as they ALWAYS seem to end up as separately rented units owned by corporate ownership / rental groups.

4) To Conclude

This LAP's focus of replacing houses with condo buildings does not solve a social issue, it merely perpetuates Rent Trap Syndrome and pushes actual House Prices up further, dragging the condo unit values (and associated rental rates) with them.

In Altadore for example, the relativity of any Housing Cost drops forecasted to occur in say.. 40 years time.. will not even come close to offsetting the outlandish rise in those prices that have occurred in just the past 3 years.

Operating in 'Lucrative' areas such as West Elbow benefits no-one apart from the Development Industry and the Ownership Groups that are very deliberately being passed these new buildings on completion. No-one ever gets a chance to buy / own anything.

If you believe my observations and conclusions are out of kilter with popular opinion, believe me, you are very wrong. Many Calgarians have woken up to the indiscriminate and punitive agenda that is our Density Implementation process, devoid of responsible planning and uncaring regards negative outcomes.

These are the Calgarians you are meant to be representing, yet many feel conned regards the platform that some Pro Density Councillors ran with last election.

The City has massively exceeded it's Federal Building Quotas at this point – yet the madness continues unabated.

Construction in already heavily Populated Residential Areas needs a Governance Playbook that actually acknowledges and protects the people already living there, for all our Sanities.

Bet you thought I was going to talk about 'Towers' in Marda Loop.

Regards, Martin Hore

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 April 02**

**ISC: UNRESTRICTED
IP2025-0335**

Growth Application in the Haskayne Area Structure Plan (Ward 1), GA2024-007

PURPOSE

The purpose of this report is to recommend that the operating investments, if any, for the Growth Application within Neighbourhood 4 of the Haskayne Area Structure Plan (“Haskayne Damkar Highfield”) be considered for funding through the 2025 November Adjustments to the 2023-2026 Service Plans and Budgets.

PREVIOUS COUNCIL DIRECTION

On 2023 July 26, Council endorsed a redesigned approach for how The City evaluates and enables growth opportunities to ensure that new community growth happens in the right place at the right time (IP2023-0559). This process was implemented starting 2023 August 1 (see Attachment 1).

RECOMMENDATION(S):

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating investments, if any, needed to enable this Growth Application (GA2024-007) in the prioritization of investments for the 2025 November Adjustments; and
2. Direct Administration to consider future capital and operating investments (2027+), as required, for this Growth Application (GA2024-007) in the prioritization of investments in future Service Plans and Budgets.

GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The City is committed to enabling growth in the right places at the right times. This advances environmental sustainability, financial responsibility and, critically, a high-quality of life for Calgarians.

HIGHLIGHTS

- Administration recommends that it is the right time for the operating investments required by this Growth Application to be considered in The City’s Service Plans and Budgets process to support the growing demand for housing.
- This Growth Application is recommended as it brings additional housing supply to the Northwest sector and does not trigger new capital investment, as it is immediately serviceable by previous investments. In future budget cycles, \$170.2M is required for continued growth in this area and the larger sector.
- This Growth Application would enable ±1,346 homes and 1,000 square metres of commercial space in the Northwest new community sector. Enabling growth in this area would complement development in the Haskayne Area Structure Plan.
- This Growth Application is favourably located relative to schools, retail and commercial services and transit and unfavourably located relative to libraries and recreation centres.

Growth Application in the Haskayne Area Structure Plan (Ward 1), GA2024-007

DISCUSSION

Evaluation Overview

Within a context of strategic and sustainable growth, investment in new communities continues to play an important role in supporting The City's long-term vision and objectives on housing.

Guidance for how Growth Applications are evaluated against criteria is set out in section 5.2.2 of the Municipal Development Plan and section 4.3 of the New Community Planning Guidebook. The criteria focus on evaluating to what extent these applications align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, and are financially positive for The City and the local economy.

Growth Application Evaluation

The subject site is located within the Haskayne Area Structure Plan, adjacent to Rockland Park in the community of Haskayne. The application was received 2024 November 5 and evaluated by a cross corporate team according to the criteria published at www.calgary.ca/growthapplication. This evaluation is summarized below and in Attachment 2.

Municipal Development Plan/Calgary Transportation Plan Alignment

- Is contiguous with nearby development in Rockland Park.
- Favourably located relative to schools, retail and commercial services and transit. Unfavourably located relative to libraries and recreation centres, based on the evaluation criteria.
- Coordination with other parties for access and servicing, including the Rockland Park development, Rocky View County and with Canadian Pacific Kansas City Railway, may be required.

Market Demand

- The Northwest Sector currently includes two new communities at various stages of development. Additional land supply information is found in Attachment 3.
- As of May 2024, the Northwest Sector has eight to eleven years of serviced land and zero years of approved but not yet serviced land. See Attachment 3 for more information.

Financial Impact

- Operating impact is favourable when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs through the New Community Incremental Operating Cost Model (IP2023-0981).
- No capital investments are initially triggered by this Growth Application and it leverages previous capital investments.
- See the Service and Financial Implications section of this report and Attachment 2 for more information.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- Public engagement was undertaken

Growth Application in the Haskayne Area Structure Plan (Ward 1), GA2024-007

- Public/interested parties were informed
- Public communication or engagement was not required
- Dialogue with interested parties was undertaken

As new communities are planned and designed, public engagement opportunities occur at the Area Structure Plan and Outline Plan/Land Use Amendment stages. These steps inform the Growth Application review. The Service Plans and Budgets process includes public engagement opportunities. Any member of the public is also able to speak on individual Growth Applications at both the Infrastructure and Planning Committee step and as part of the public hearing that is held on the broader annual budget adjustments in November.

Administration uses www.calgary.ca/growthapplication to share information about this and other Growth Applications. An applicant's submission (Attachment 4) is also provided.

IMPLICATIONS

Social

The City supports market housing needs through investing in a balanced supply of serviced land in new community areas. This can increase housing choice and affordability, and if well located, increase access to public and private amenities. This Growth Application presents an opportunity to enable growth that is contiguous with adjacent development, however, is currently not considered well-located with respect to some amenities and services.

Environmental

Generally, new community growth involves greater greenhouse gas emissions relative to redevelopment in established areas (particularly with respect to mobility), increases climate risk and removes natural assets. Climate resilience considerations are best considered through policy and planning approvals from Outline Plan to Development and Building Permit stages. City development standards and design guidelines can have significant carbon reduction and resilience benefits when applied universally to all development through these processes.

The location of the Growth Application, relative to transit options and services, will likely result in it being a vehicle dependent community, increasing greenhouse gas emissions.

Economic

Enabling private housing development creates jobs, boosts economic activity, and can support housing affordability. This is an important part of Calgary's comparative advantage relative to other cities. New communities trigger significant economic activity both in the course of development and throughout their lifespan.

Service and Financial Implications

New operating funding request

Based on the recommendation, while operating costs for this Growth Application may be zero in the final year of the current budget cycle, it is important to highlight that the long-term investment commitment to this area should be considered in future cycles, as required. Base tax-supported operating investments of \$0.01M will be required starting in 2027 and will require

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 April 02**

**ISC: UNRESTRICTED
IP2025-0335**

Growth Application in the Haskayne Area Structure Plan (Ward 1), GA2024-007

a base tax-supported operating investment of \$0.45M by the final build out year through future budget cycles (Attachment 2) based on analysis done using the New Community Incremental Operating Cost Model (IP2023-0981). Should this Growth Application proceed, required operating funding will be requested at the appropriate time by the impacted services. (Attachment 2, Table 4)

The City budgets for additional revenues from redevelopment and new development, meaning the estimate of property taxes used in the model is not implied to be additional unbudgeted tax revenue. Rather, this indicates how much property tax could be generated by the anticipated homes in the Growth Application (at current tax rates).

Other: Capital Investments

This area benefits from capital investments previously approved by Council. Additional investments of \$170.2M, including the interchange at 12 Mile Coulee Road and Crowchild Trail NW, are required to support the full build out of the Growth Application and other areas and will be brought forward in future Service Plans and Budgets (Attachment 2, Table 4).

RISK

New community growth is a long-term commitment that presents several risks which are discussed in further detail in Attachment 6.

ATTACHMENT(S)

1. Background and Previous Council Direction
2. Application Overview
3. Overview of New Community Land Supply
4. Applicant Submission
5. Risk Analysis for Growth Applications
6. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
D Hamilton	Planning and Development Services	Approve
L Tochor	Corporate Planning and Financial Services	Consult
M Thompson	Infrastructure Services	Consult
D Morgan	Operational Services	Consult
K Black	Community Services	Inform

Author: G Rathwell, City and Regional Planning

Background and Previous Council Direction

This attachment provides a summary of the background and previous Council direction related to the proposed Growth Application considered in this report, as well as new community growth decision-making in general.

Background

Growth Applications serve as the mechanism for evaluating new community growth opportunities in Calgary. The Growth Application process was endorsed by Council in 2023 July ([IP2023-0559](#)), and involves assessment of alignment with City policy and proximity to amenities and services, market conditions and land supply, and financial impacts.

Growth Applications are a responsive application-based model, with final decisions made through the annual Service Plans and Budgets process. Semi-annual briefing notes on Growth Application activity are also provided to Infrastructure and Planning Committee.

Previous Council Direction

A comprehensive summary of previous reports related to this work is listed below.

DATE	REPORT NUMBER	DIRECTION / DESCRIPTION
2025 February 25	IP2025- 0055	<p>Growth Applications Lessons Learned</p> <p>Update on continuous improvement to the Growth Application process. Council approved an amended direction to have Administration bring an update back on approval timing for operating cost only Growth Applications:</p> <p><i>“Direct Administration to provide an update to the Infrastructure and Planning Committee on fundamental change 2C referenced in Attachment 3 by end of Q2 2025.”</i></p>
2025 January 8	IP2025- 0054	<p>Citywide Growth Strategy: Semi-Annual Update on Growth Applications</p> <p>Update on the status of active and recently approved Growth Applications.</p>
2024 November 5	C2024- 1907	<p>Mid-Cycle Adjustments to the 2023-2026 Service Plans and Budgets</p> <p>Council approved operating and capital investments for four Growth Applications.</p>
2024 June 12	IP2024- 0718	<p>Citywide Growth Strategy: Semi-Annual Update on Growth Applications</p> <p>Update on the status of active and recently approved Growth Applications.</p>

2023 October 17	IP2023-0924	<p>Citywide Growth Strategy: Growth Applications Fee Adjustment</p> <p>Council approved an adjustment to Growth Application fees. The adjustment applies a prorated fee based on area for smaller applications (up to 16 hectares).</p>
2023 July 25	IP2023-0559	<p>Citywide Growth Strategy: New Approach to Growth Applications</p> <p>Council approved the redesigned Growth Applications system, which introduced changes and improvements to the approach for strategically evaluating new community growth. As of 2023 August 1 an applicant can apply at any time, but final decisions will be made through the Service Plans and Budgets process in November of each year.</p> <p>As part of this report, all Growth Management Overlays in relevant Area Structure Plans were removed from the plans via bylaw amendment, and the Growth Application process was added via bylaw amendment to the New Community Planning Guidebook.</p>
2022 September 20	C2022-1057	<p>Motions Arising on IP2022-0545 Citywide Growth Strategy</p> <p>Council provided direction on how to proceed with redesigning the New Community Business Case process.</p>
2022 July 26	IP2022-0545	<p>Citywide Growth Strategy in the 2023-2026 Service Plans and Budget Cycle</p> <p>This report provided Council with recommendations of growth-enabling investments and new community growth areas ahead of the 2023 – 2026 Service Plan and Budget process. Eight new community business cases were recommended for consideration at budget time, all eight were subsequently approved.</p>

Bylaws, Regulations, Council Policies

Growth decisions and authorities are governed by the following policies and regulations.

Municipal Development Plan, 2020

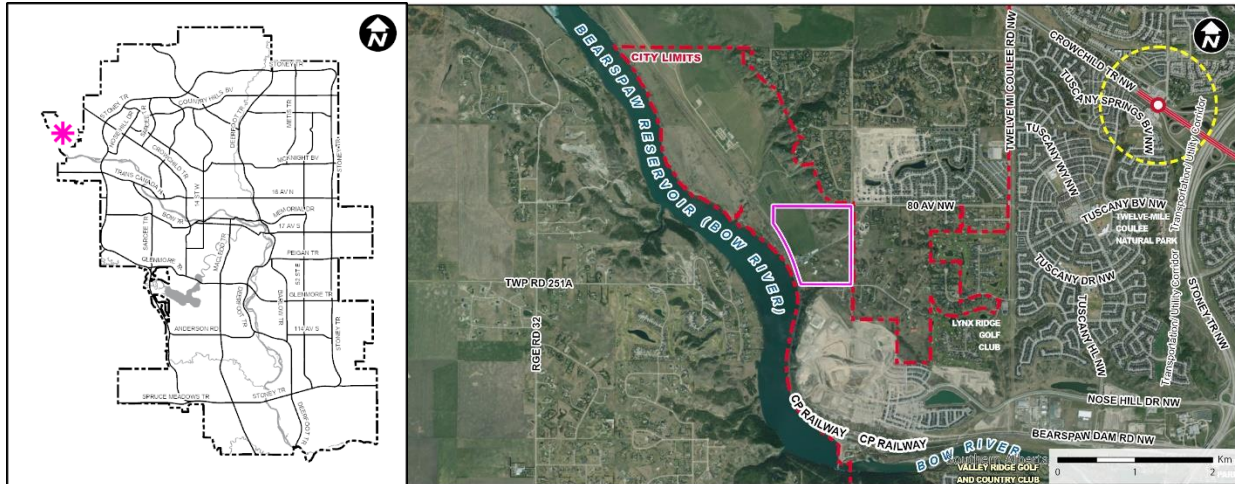
In accordance with the Municipal Government Act, Calgary’s Municipal Development Plan provides the long-term strategic framework for growth and development to achieve the following seven goals: Compact Urban Form, Urban Design Excellence, Greening the City, Great Communities, Connected City, Prosperous Economy, and Strategic Growth.

Section 5 of the Municipal Development Plan provides direction on strategic growth to achieve the best possible social, environmental, and economic outcomes. Section 4.3 of the New Community Planning Guidebook (Volume 2, Part 1 of the Municipal Development Plan) contains policy guidance on the development, design, and implementation of new communities, including policies that set out the applicability and evaluation considerations for Growth Applications.

Application Overview

GA2024-007: Haskayne Damkar Highfield

This attachment summarizes information about this Growth Application and its evaluation according to defined criteria outlined at www.calgary.ca/growthapplication.



Growth Application At-a-Glance

Area Structure Plan: Haskayne

Community: Neighbourhood 4 of Haskayne Area Structure Plan

Gross Developable Hectares: ±55ha

Proposed Dwelling Units: ±1,346

Commercial or Retail: ±1,000m²

Municipal Development Plan/Calgary Transportation Plan Alignment:

- Contiguous with active development to the southeast in the Haskayne community (Rockland Park) in the Northwest Sector.
- At present, unfavourably located relative to schools, retail and commercial amenities, libraries and recreation centres and favourably located relative to the Tuscany LRT station, based on the evaluation criteria.

Market Demand for Northwest Sector

- Northwest Sector has two actively developing communities, eight to eleven years of serviced land and zero years of approved – not yet serviced land (lands approved by Council with funding for capital investments, but not constructed), as of 2024 May.

Financial Impact

- Favourable result (direct costs compared to direct revenues) from the New Community Incremental Operating Cost Model.
- \$170.2M in capital investment required (\$0 to enable and \$170.2M for continued growth)

Evaluation Criteria Introduction

Municipal Development Plan/Calgary Transportation Plan Alignment

Guidance for how Growth Applications are evaluated against criteria is set out in section 5.2.2 of the Municipal Development Plan and section 4.3 of the New Community Planning Guidebook. The criteria focus on evaluating to what extent these applications align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, and are financially positive for The City and the local economy.

Market Demand

The City strives to maintain a healthy supply of land for housing, as set out in section 5.2.3 of the Municipal Development Plan. As of 2024 May, there are 41 new communities in active development, with serviced land that can accommodate 82,423 homes, for seven to nine years of supply. In approved but not yet serviced lands where Council has committed to funding future infrastructure but the services are not yet in place, a further 37,905 homes can be accommodated, for an additional three to four years of supply.

For more information, please consult the [Suburban Residential Growth](#) report and Attachment 3. These numbers are as of May 2024 and do not include the 2024 November Growth Application approvals. The City acknowledges that supply varies through the development continuum and unforeseen external factors may affect land supply.

Financial Impact

The criteria under Financial Impact evaluates the impact on The City's financial position by analyzing the anticipated costs (capital and operating) of the development proposed in the Growth Application, as well as the direct revenues (property tax, franchise fees, transit). The Financial Impact is isolated to the Growth Application being considered and does not reflect citywide growth.

While some infrastructure may be required initially to enable development to start, there is also additional infrastructure that will be needed as the community completes. New communities previously approved by Council that are not yet serviced still require significant City investment in infrastructure. Expansion in City infrastructure creates future financial obligations such as maintenance and renewal over its lifecycle.

Table 1 – Growth Application Criteria Evaluation Summary

Criteria Category	Result	Administration Comments
Policy Alignment	Moderate	<ul style="list-style-type: none"> • Contiguous with adjacent development in Haskayne (Rockland Park) • Furthers buildout of the Haskayne Area Structure Plan • Favourably located to some existing schools, retail, commercial areas, and Transit access. • Unfavourably located to existing public services and some public amenities (Eric Harvie school, Tuscany Market, Crowfoot Library and YMCA), based on evaluation criteria.
Market Demand	Favourable	<ul style="list-style-type: none"> • As of May 2024, the Northwest Sector has: <ul style="list-style-type: none"> ○ Eight to eleven years of approved and serviced land (single/semi-detached and multi-residential); and ○ Zero years of approved but not yet serviced land (single/semi-detached and multi-residential).
Financial Impact	Favourable	<p>Capital Costs (Table 2 below)</p> <ul style="list-style-type: none"> • The site leverages existing and previously funded capital infrastructure and does not require initial capital investment to enable growth. • Future investments in sanitary and mobility will support ongoing growth in the Haskayne Area Structure Plan. • Some developer-funded mobility investment may be required pending the findings of future technical studies to be completed in support of the Outline Plan application.
	Favourable	<p>Operating Costs (Table 3 below)</p> <ul style="list-style-type: none"> • Favourable when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs for the proposed Growth Application area.

Table 2 – Capital Infrastructure Benefitting the Growth Application

Capital Investment	Total Estimated Cost (\$M) ^[1]	Funded in 2023-2026 Budget (\$M)	Funded in 2027-2030 Budget (\$M)	Unfunded Required to Complete (\$M)	Included in Off-site Levies Bylaw (Y/N)	Levy Eligible - % ^[2]
Inglewood Sanitary Trunk Upgrades Phase 2	33.2	33.2	0.0	0.0	Y	21%
Shouldice Sanitary Trunk Upgrades	30.2	0.0	0.0	30.2	Y	7%
Crowchild Trail/12 Mile Coulee Road N.W. Interchange	125.0	-	-	125.0	N	TBD
Emergency Response Station (Haskayne Fire Station)	18.0	3.0	0.0	15.0	Y	100%
Initial Investment Required to Enable Growth Application	-	-	-	-		
Total Required for Full Build Out	206.4	36.2	-	170.2		
[1] - These are total project costs, as of March 2025 that are required to complete the project and will need to be fully funded in the future. They are subject to change due to unforeseen circumstances.						
[2] - Infrastructure listed under both 1H2024 and 2M2016 bylaws may use remaining 2M2016 funds towards the portion of capital cost not levied for under the 1H2024 bylaw. As a result, OSL eligibility for these infrastructures may be up to 100%.						

Table 2 General Notes:

- Table 2 includes all capital investments related to the full build out of the Growth Application. Rows shaded in blue identify unfunded investments that are needed upfront to enable development in the Growth Application. Unshaded rows identify investments that are already funded or are required to support the full build out of the Growth Application but will be triggered and brought forward in future budget cycles. Investments will provide benefit areas beyond the specific Growth Application and are not solely required by the Growth Application.
- The total anticipated capital costs required to service this Growth Application reflected in this report and attachments are estimates only and are subject to change. The level of accuracy of project costs related to infrastructure delivery evolve throughout the stages of a project as design progresses, as construction methodologies are confirmed and as procurement strategies are developed. Infrastructure pricing is also influenced by availability of materials and contractors, and market demand.
- Administration has endeavoured to reflect the most current anticipated capital costs at the time of preparation of this report. As some of the infrastructure projects are still in conceptual and early planning stages, there is a high degree of variability. As costs are documented at a given point in time, they may also not align with infrastructure costs that are published in the Off-site Levies Annual Report, as these two sources are developed at different timeframes.

Table 3 – New Community Incremental Operating Cost Model Summary (\$000s)

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Total Revenue	0	654	1,513	2,256	3,131	4,093	4,117	4,117	4,117	4,117	4,117	4,117	4,117	4,117	4,117	4,117
Less: Total Operating Costs	0	(13)	(64)	(340)	(426)	(512)	(587)	(587)	(587)	(587)	(587)	(587)	(587)	(587)	(587)	(587)
Net Balance	0	641	1,449	1,916	2,705	3,582	3,530	3,530	3,530	3,530	3,530	3,530	3,530	3,530	3,530	3,530

Table 3 General Notes:

- Total revenue reflects the estimated City portion of property taxes, franchise fee and transit revenues to be generated by the Growth Application area only, at prevailing tax rates, and is not implied to be additional unbudgeted tax revenue. Total operating costs reflect estimated incremental direct and indirect service level operating costs within the Growth Application area only, including Transit and Fire, and does not consider total citywide operating costs, operating costs of capital (lifecycle and maintenance), nor costs beyond the 15-year timeframe. This analysis is on a standalone basis and does not consider that anticipated citywide growth could shift to this area from others or vice versa (i.e., the growth cannot be assumed to necessarily be net new to Calgary)

Table 4 - Investments Required

	Current Service Plans and Budget 2026 (\$M)		Future Service Plans and Budgets 2027+ (\$M)	
	Approved	Requires Approval	Approved	Requires Approval
15 years Incremental Operating Investment	-	-	-	5.58
Capital Investment - City Funded	-	-	-	125.00
Capital Investment - Off-site Levy Funded	3.00	-	-	15.00
Capital Investment - Utility Funded ¹	33.20	-	-	30.20
Total Capital Investment	36.20	-	-	170.20
Total Investment	36.20	-	-	175.78
[1] - These investments will be funded by self-supported debt to be repaid through off-site levies and/or user fees				

Table 4 General Notes:

- If this Growth Application is approved, it benefits from \$36.20M previously funded capital investments in the current service plan and budget.
- Due to infrastructure and development timing, this Growth Application is not expected to require any base tax-supported operating investments in 2026.
- Administration is seeking direction to consider committing to operating cost investments in 2025 to continue progress towards housing. In 2027, base tax-supported operating investments of \$0.01M will be required and will require a total annual base operating investment of \$0.45M by the final build out year through future budget cycles.
- Additional operating and capital investments of approximately \$175.78M will be required to support the full build out of the Growth Application or to support continued growth in the Haskayne Area Structure Plan and it will be brought forward in future Service Plans and Budgets.

Overview of New Community Land Supply

Growth Applications are an important step in enabling new community housing supply. Approval of a Growth Application has the effect of moving the subject lands from “planned” to “approved - not yet serviced”. Once the capital infrastructure is delivered and available to development, the lands would move from “approved – not yet serviced” to “approved – serviced”. In cases where no City capital infrastructure is required, it is possible to move directly to “approved – serviced”.

Administration’s evaluation of Growth Applications considers the citywide and sector land supply as a factor in the timing of investments. The City will consider if the citywide level of serviced land supply is low (<3 years), in target range (3-5 years), above target (5-7 years), or high (>7 years).

The two charts that follow show the impact on land supply of moving forward with the **Haskayne Damkar Highfield Growth Application**, both in the Northwest sector and citywide.

Figure 1: Haskayne Damkar Highfield and Northwest Sector Land Supply

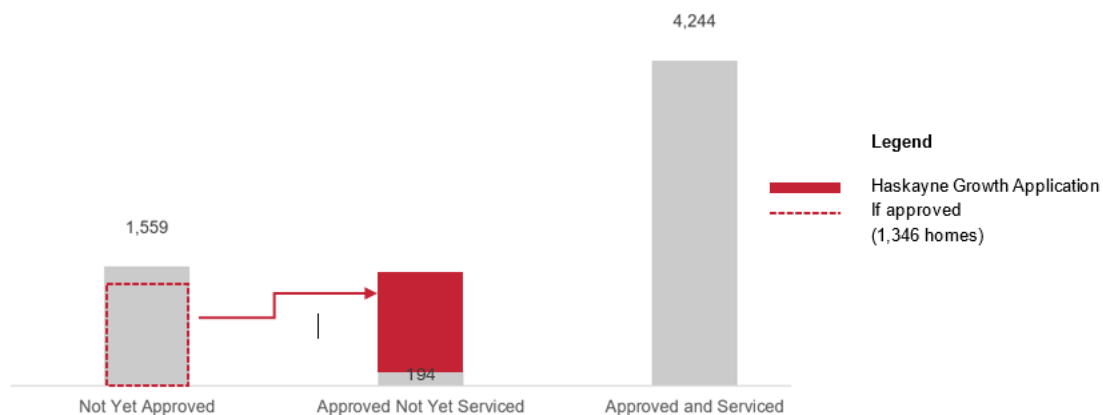
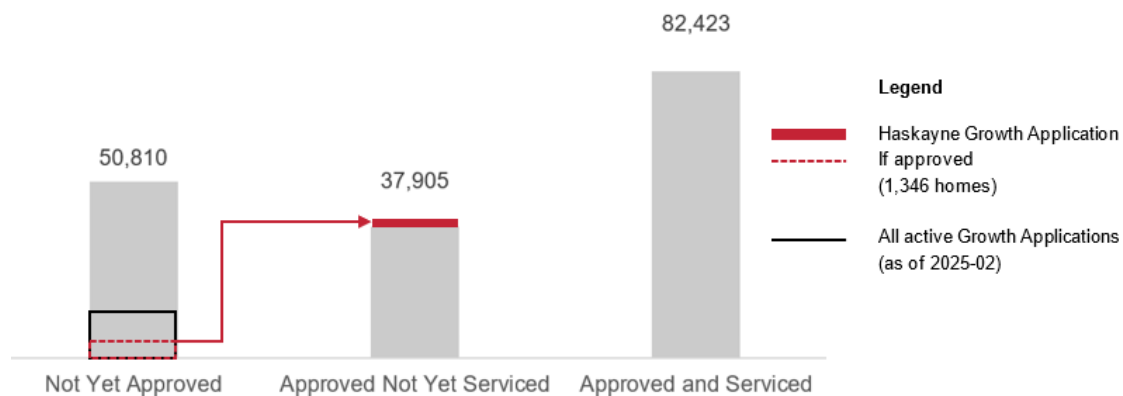


Figure 2: Haskayne Damkar Highfield and Citywide Land Supply




Applicant Submission

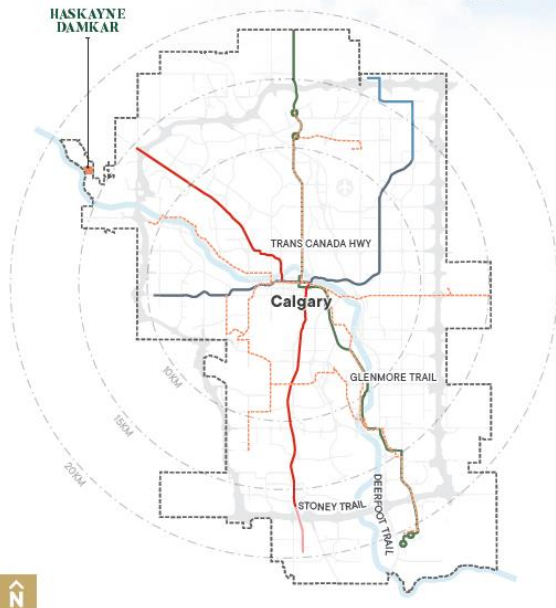
HIGHFIELD LAND MANAGEMENT

HASKAYNE DAMKAR

GROWTH APPLICATION OPPORTUNITY OVERVIEW

This Growth Application has been prepared on behalf of Highfield Land Management and presents an opportunity to enable continued growth within the Haskayne ASP area.





55 ha
Gross Area

1,346 units
Residential Units

6,314 jobs
Indirect+Direct

11k sq ft.
Employment Uses

\$3.8 million
Annual Taxes

\$34 million
in Levies

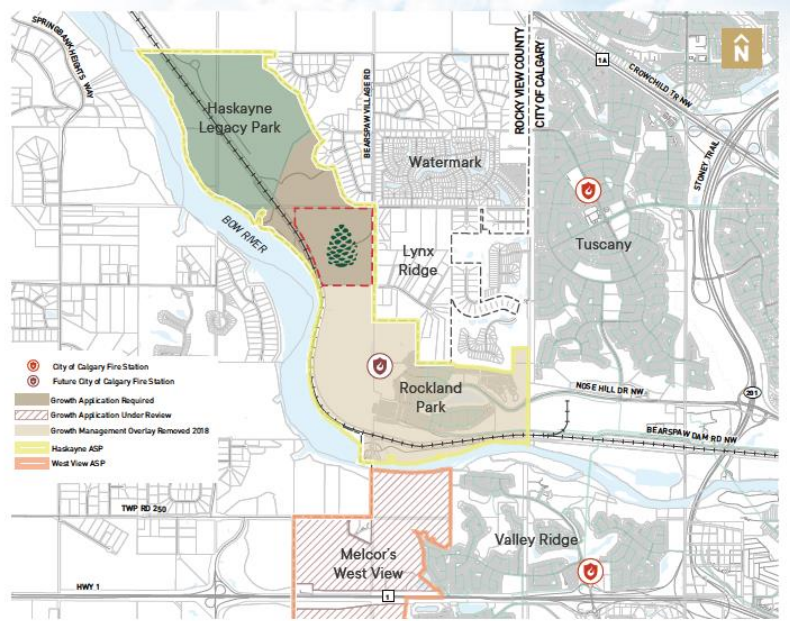
\$950 million
Investment at Buildout

This Growth Application aligns with the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP), addresses market demand, and is financially viable. The Damkar lands are readily serviceable by existing infrastructure, adjacent to a rapidly developing neighbourhood, and within an approved Area Structure Plan.

HIGHFIELD HASKAYNE DAMKAR | GROWTH APPLICATION | NOVEMBER 2024 | 1

Growth Context

The Haskayne-Damkar Growth Application area is the only remaining land on the west edge of the City that does not require additional capital investment. The Rockland Park / Crimson Ridge area received GMO removal in 2018 and has brought additional services to the area since it's development began in 2019. This includes a future Emergency Response Station which has been fully funded.



Why Haskayne Damkar?

1 Readily Serviceable Without Capital

The Haskayne - Damkar lands do not require any further capital investment and are readily serviceable via existing infrastructure. The development will contribute annual taxes and levies to substantiate previous capital investments.

2 Increase Northwest Land Supply

As per the 2024 Suburban Residential Growth Report, there is only 1 year supply of Approved, Serviced lands within the Northwest sector. Introduction of these lands will support growth for a sector that has seen historically strong demand at a time where our City has seen record-breaking growth.

A NATURAL CONNECTION FOR NORTHWEST CALGARY

The Haskayne – Damkar lands provide important vehicular and active mobility connections for existing and future development within the Haskayne ASP. Brookfield’s actively developing community of Rockland Park contemplates a future vehicular connection to Bears paw Village Road which will occur adjacent to the southeast boundary of this Growth Application area. Additionally, the continuation of Haskayne Drive is dependent on the development of the subject lands.

A regional pathway connection is envisioned by the ASP along the eastern ridge of the Bow River ultimately connecting to Haskayne Legacy Park and Glenbow Ranch Provincial Park. This regional path has been constructed within Rockland Park and Haskayne Legacy Park but requires connection through the Haskayne – Damkar lands. Once completed this connection will become a major recreational asset to the Calgary region.



Why Haskayne Damkar?

3 Positioned for Growth

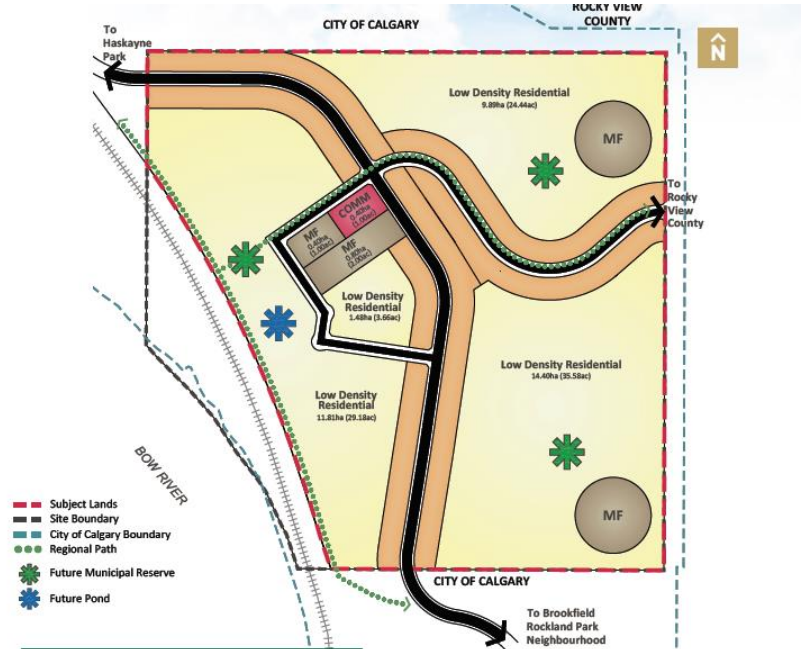
These lands are within a well-defined growth area for the City, which will connect the Bow Valley open space corridor, provide logical extension of the established development pattern within adjacent neighbourhoods, and utilize service capacity at the west end of the City.

4 Continuity and Collaboration

The Haskayne - Damkar lands interface with an approved Outline Plan area for a rapidly developing community. Progressing the planning of these lands allows opportunities for continuity and collaboration to ensure a harmonious transition is achieved.

Concept Plan

Conceptual planning for the Haskayne Damkar lands has begun and will be refined towards an Outline Plan and Land Use application in Q4 2024. The current concept maximizes developable lands pending the results of technical evaluation. In alignment with the ASP the plan contemplates a residential neighbourhood with vehicular and regional pathway connections, as well as a NAC area.



Why Haskayne Damkar?

5 Timely Opportunity

Planning for the development of these lands is occurring at an optimal time to integrate with the Rockland Park neighbourhood and to enable serviceable lands for efficient delivery of product while demand remains high.

4 Housing Diversity

Highfield's Damkar development will bring a diversity of residential product to the broader area and increase availability of housing in a sector with high demand and low supply.

Risks Analysis for Growth Applications

This attachment summarizes the risks associated with approving, or not approving, Growth Applications. Application-specific risks are highlighted, when necessary, in the cover report.

Risks of Not Approving Growth Applications

Erosion of Affordability

If supply (via City investment into serviced land) is insufficient relative to demand, housing prices can rise and affordability is eroded. The Growth Application process includes consideration of serviced land supply to inform recommendations for new community development, aiming for a balance between too much and too little supply. That said, there are many factors that impact affordability beyond The City's provision of serviced land supply in new communities.

Business Confidence Risk

Growth Applications face a higher approvals risk than many other application types along the approvals continuum, largely due to the required financial commitment on the part of The City. This may challenge developer willingness to invest. This risk is mitigated by ensuring relevant development and servicing information is made available such that developers have access to the information needed to inform their decisions to submit Growth Applications.

Risks of Approving Growth Applications

Dispersion

Investing in many new communities simultaneously means that resources are spread across a wider area, which can result in inefficient infrastructure and service delivery. Limited demand across a wider area also means communities will be slower to build out, and slower to become complete communities that can support public and private amenities. This also impacts return on investment as revenues may not keep up with cost initiation. Risk is lower during periods of high growth and is mitigated through a strategic, balanced approach to investment and monitoring.

Economic Risk

Calgary, Alberta and Canada currently face a major risk in the form of tariffs and trade relations with the United States. Significant tariffs now in effect may have a variety of impacts on new community growth, including but not limited to cost inflation, supply chain effects and materials availability, consumer confidence, interest rates, and overall pace of growth. Approving capital and operating investments via new community growth approvals commits The City to these costs without the certainty of revenues. This risk is mitigating by considering incoming data in near real-time as supply and demand trends shift.

Long Term Investment Commitment

Approving a Growth Application begins a long term commitment to the capital and operating investments necessary to bring all City services to new residents and businesses. While initial operating costs are typically low (as populations are small and infrastructure is new), and triggered capital costs can be low or even zero if the area depends on previously made investments to initiate development, it is important to prepare for significant operating and capital costs in the medium and long term as the area builds out.

Infrastructure investments still need to be made to complete servicing in previously approved new communities until they have reached full build out. The amount, which includes interchanges, Bus Rapid Transit, utility network upgrades and other City investments, is currently estimated at \$1.3 billion. The unfunded investments will be brought forward for budget consideration as the appropriate triggers are met, which is dependent on the pace of growth.

This infrastructure is funded through a mix of funding sources, only a portion of which is from off-site levies. Availability of off-site levy funding and other funding sources impacts the timing of infrastructure investments and delivery. This carries a risk of increasing the infrastructure deficit which may lead to lower levels of service in approved communities. This can be mitigated through budget prioritization emphasizing community completion and alignment with the pace of growth, and current and anticipated revenues.

The New Community Incremental Operating Cost Model, used in application evaluation, is subject to continuous refinement and only reflects a portion of citywide operating costs over a 15-year timeframe. It is not intended to be a complete representation of a new community's lifetime operating cost impact to The City. Approval of new communities creates a commitment to services and infrastructure indefinitely into the future.

Expectation Risk

Multiple Growth Applications requiring investment are concurrently under review. If numerous Growth Applications and related investments are recommended for consideration, expectations for funding and approval in the November budget deliberations may be created that cannot be met. Administration is working to mitigate this risk by considering financial capacity and citywide needs (both growth-related and non-growth) before and after the Growth Application is brought forward to Infrastructure and Planning Committee.

Relatedly, the recommendation on a Growth Application does not constitute an approval or endorsement with respect to an Outline Plan and/or Land Use Amendment. Administration does not make a determination on the suitability of proposed land uses for a site through the Growth Application process.

Environmental and Climate Risk

New community development increases greenhouse gas emissions at a faster pace than established area development, which leads to increased climate risk by removing natural assets that enhance resilience and increasing the exposure of infrastructure assets to climate hazards. Opportunities to mitigate these risks are introduced in subsequent stages of the approvals continuum.



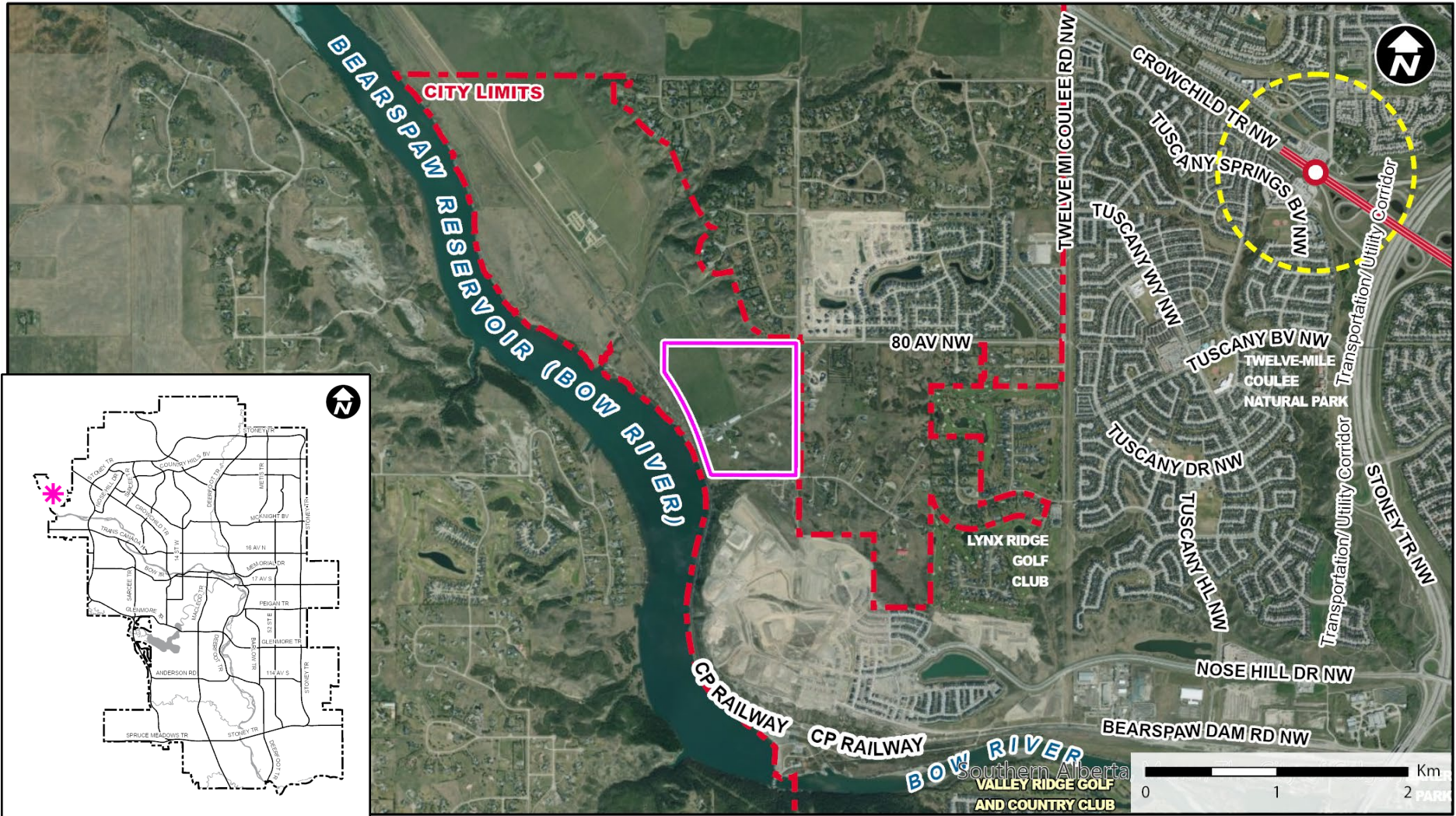
Growth Application in the Haskayne Area Structure Plan (Ward 1), GA2024-007

IP2025-0335

Infrastructure and Planning Committee | 2025 April 2

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating investments, if any, needed to enable this Growth Application (GA2024-007) in the prioritization of investments for the 2025 November Adjustments; and
2. Direct Administration to consider future capital and operating investments (2027+), as required, for this Growth Application (GA2024-007) in the prioritization of investments in future Service Plans and Budgets.



Area Structure Plan:
Haskayne

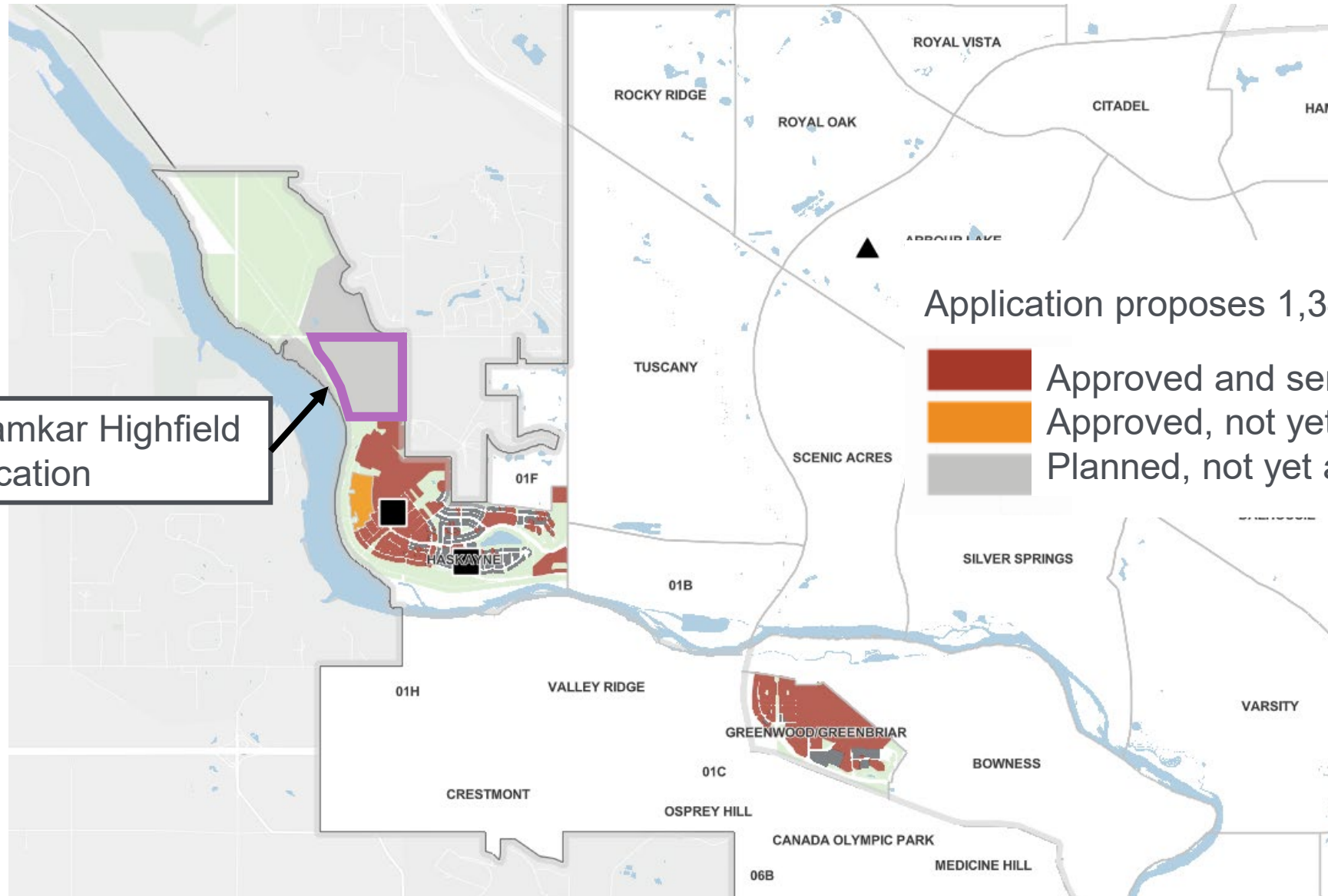
Community:
Neighbourhood 4 of Haskayne ASP

Gross Developable Hectares:
±55ha

Proposed New Homes:
±1,346 Homes



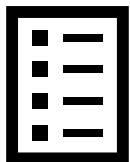
Northwest Sector Land Supply Overview



Application proposes 1,346 homes

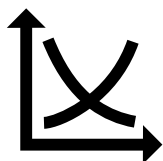
- Approved and serviced (4,244 homes)
- Approved, not yet serviced (191)
- Planned, not yet approved (1,559)

Haskayne Damkar Highfield Growth Application



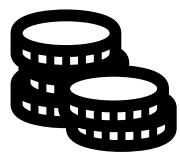
1. Municipal Development Plan Alignment

- a) Contiguous with the Rockland Park development
- b) Favourably located relative to existing schools, retail and commercial services and transit.
Unfavourably located relative to existing libraries and recreation centres, based on the evaluation criteria.



2. Market Demand (as of May 2024)

- a) Northwest sector has two new communities at various stages of development
- b) Eight to eleven years of approved and serviced land and zero years of approved but not yet serviced land remaining



3. Financial Impact

- a) Favourable New Community Operating Cost Model review
- b) Current budget cycle 2026 requires:
 - i. No additional capital investment
 - ii. No base operating investment
- c) Future budget cycles 2027+ requires:
 - i. \$170.2M additional capital investment for continued growth in Area Structure Plan
 - ii. \$0.45M annual base tax-supported operating investment after final buildout

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating investments, if any, needed to enable this Growth Application (GA2024-007) in the prioritization of investments for the 2025 November Adjustments; and
2. Direct Administration to consider future capital and operating investments (2027+), as required, for this Growth Application (GA2024-007) in the prioritization of investments in future Service Plans and Budgets.

Growth Application in the West View Area Structure Plan (Ward 1), GA2024-003

PURPOSE

The purpose of this report is to recommend that the capital and operating investments for the Growth Application in the West View Area Structure Plan (“West View”) be considered for funding through the 2025 November Adjustments to the 2023-2026 Service Plans and Budgets.

PREVIOUS COUNCIL DIRECTION

On 2023 July 26, Council endorsed a redesigned approach for how The City evaluates and enables growth opportunities to ensure that new community growth happens in the right place at the right time (IP2023-0559). This process was implemented starting 2023 August 1 (see Attachment 1).

On 2024 May 28, when a previous version of this Growth Application was before Council, Administration was directed to not consider capital and operating investments in the Mid-Cycle budget adjustments and to continue collaborating with the applicant in planning for continuity of growth.

RECOMMENDATION(S):

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating and capital investments needed to enable this Growth Application (GA2024-003) in the prioritization of investments for the 2025 November Adjustments; and
2. Direct Administration to consider future capital and operating investments (2027+), as required, for this Growth Application (GA2024-003) in the prioritization of investments in future Service Plans and Budgets.

GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The City is committed to enabling growth in the right places at the right times. This advances environmental sustainability, financial responsibility and, critically, a high-quality of life for Calgarians.

HIGHLIGHTS

- Administration recommends that it is the right time for the operating and capital investments required by this Growth Application to be considered in The City’s Service Plans and Budgets process to help support the growing demand for housing.
- This Growth Application requires a \$102.6M capital investment to initiate development, (\$68.2M of which is eligible for funding through off-site levies). In future budget cycles, \$67.2M is required for continued growth, for a total capital requirement of \$169.8M.
- The ability for The City to secure this amount of capital investment by November may be challenging. Please see Attachment 2 for additional details on capital investments.
- This Growth Application would enable ±4,200 homes and ±8,300 square metres of commercial space in the West new community sector. Enabling growth in the subject lands would complete the West View Area Structure Plan.

Growth Application in the West View Area Structure Plan (Ward 1), GA2024-003

- The West View Growth Application leverages previously funded investments in sanitary infrastructure that are expected to be completed in 2027 and is now made more efficient with the inclusion of the lands north of the TransCanada Highway.
- This Growth Application is located favourably to existing activity centres and commercial areas, and unfavourably located relative to transit hubs, libraries and recreation centres.

DISCUSSION

Evaluation Overview

Within a context of strategic and sustainable growth, investment in new communities continues to play an important role in supporting The City's long-term vision and objectives on housing.

Guidance for how Growth Applications are evaluated against criteria is set out in section 5.2.2 of the Municipal Development Plan and section 4.3 of the New Community Planning Guidebook. The criteria focus on evaluating to what extent these applications align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, and are financially positive for The City and the local economy.

Growth Application Evaluation

The subject site is located in the West View Area Structure Plan, adjacent to Valley Ridge and Crestmont. The application was evaluated by a cross corporate team according to the criteria published at www.calgary.ca/growthapplication. A summary can be found in Attachment 2.

Municipal Development Plan/Calgary Transportation Plan Alignment

- Located favourably with existing activity centres and commercial areas, and unfavourably located relative to transit hubs, libraries and recreation centres, based on evaluation criteria.
- Is contiguous with existing development in Crestmont and Valley Ridge.

Market Demand

- The West Sector currently includes six new communities at various stages of development.
- As of May 2024, the West Sector has 8 to 11 years of serviced land. Due to landowner structure in the West Sector, where there are limited opportunities for master planned community development, serviced land may not always reflect developer readiness. Recently, the West Sector has accounted for ~10 per cent of the new community market which is higher than its historical average, mainly due to current market demand and available supply for multi-residential units. See Attachment 3 for more information.

Financial Impact

- Operating impact is favourable when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs through the New Community Incremental Operating Cost Model (IP2023-0981).
- This Growth Application requires an initial capital investment of approximately ±\$102.6M, while also leveraging existing and/or funded infrastructure in the area. See the Service and Financial Implications section of this report and Attachment 2 for more information.

Growth Application in the West View Area Structure Plan (Ward 1), GA2024-003

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|---|--|
| <input type="checkbox"/> Public engagement was undertaken | <input type="checkbox"/> Dialogue with interested parties was undertaken |
| <input checked="" type="checkbox"/> Public/interested parties were informed | <input type="checkbox"/> Public communication or engagement was not required |

As new communities are planned and designed, public engagement opportunities occur at the Area Structure Plan and Outline Plan/Land Use Amendment stages. These steps inform the Growth Application review. The Service Plans and Budgets process includes public engagement opportunities. Any member of the public is also able to speak on individual Growth Applications at both the Infrastructure and Planning Committee step and as part of the public hearing that is held on the broader annual budget adjustments in November.

Administration uses www.calgary.ca/growthapplication to share information about this and other Growth Applications with regards to decision points. An applicant's submission (Attachment 4) is also provided.

IMPLICATIONS

Social

The City supports Calgary's market housing needs through investing in a balanced supply of serviced land in new community areas. This can increase housing choice and affordability, and if well located, increase access to public and private amenities.

This Growth Application is relatively well located (within three to ten kilometres) to existing activity centres, employment areas, and recreation facilities. It is not favourably located to existing public schools, libraries and transit.

Environmental

Generally speaking, new community growth involves greater greenhouse gas emissions relative to redevelopment of established areas (particularly with respect to mobility), increases climate risk, and removes natural assets. Climate resilience considerations are best considered through policy and planning approvals from Outline Plan to Development and Building Permit stages. City development standards and design guidelines can have significant carbon reduction and resilience benefits when applied universally to all development through these processes.

The location of West View will likely result in it being a vehicle dependent community. Over the longer term, strategic opportunities exist to encourage more compact, mixed-use and complete communities, and to extend transit service and enable housing forms that are more sustainable or take advantage of more efficient building materials and appliances.

This Growth Application specifically is located in the Bow River watershed basin, adjacent to the Bearspaw Reservoir which is one of Calgary's two drinking water supply sources. In alignment with The City's Source Water Protection Plan, the Master Drainage Plan for the Westview ASP had identified a storm trunk that would convey and discharge stormwater downstream of our source water intakes. Administration has completed a feasibility assessment for various trunk alignments and has determined that conveyance downstream of the intakes is not feasible from a construction and operations perspective. To mitigate risks to The City's source water and

Growth Application in the West View Area Structure Plan (Ward 1), GA2024-003

drinking water system, the applicant will be required to meet enhanced water quality parameters for the stormwater management system. The details of the enhanced water quality requirements will be clarified through the land use and outline plan process and may include additional developer funded storage, treatment, monitoring and automated controls and alarms.

Economic

Enabling private housing development creates jobs, boosts economic activity, and can support housing affordability. This is an important part of Calgary's comparative advantage relative to other cities. New communities trigger significant economic activity both in the course of development and throughout their lifespan.

Service and Financial Implications

New operating funding request

Base tax-supported operating investments of \$0.02M will be required in 2026 and will require base tax-supported operating investment of \$2.78M by the final build out year in future budget cycles (Attachment 2) based on analysis done using the New Community Incremental Operating Cost Model (IP2023-0981). Required operating funding will be requested at the appropriate time by the impacted services (Attachment 2, Table 4).

The City budgets for additional revenues from redevelopment and new development, meaning the estimate of property taxes used in the model is not implied to be additional unbudgeted tax revenue. Rather, this indicates how much property tax could be generated by the anticipated units in the Growth Application (at current tax rates).

Other: Capital Investments

This area benefits from capital investments previously approved by Council. However, approximately \$169.8M in additional investments over multiple budget cycles is required to support the full build out of the Growth Application or to support continued growth in the area. This includes a new partial interchange at Trans-Canada Highway & 133 Street NW, new bus rapid transit service on the Route 305 West, upgrades to the existing Valley Ridge Pump Station, as well as Crestmont Feedermain 1 and 2. Please see Attachment 2 for additional details on capital investments required. This new capital investment will need to be considered within the overall investment prioritization for the 2025 November budget adjustments, and within The City's overall fiscal capacity, which may be challenging.

No new capital investment is needed for stormwater infrastructure, however additional developer funded on-site infrastructure will be needed to address risks to source water.

RISK

New community growth is a long-term commitment that presents several risks which are discussed in further detail in Attachment 5.

ATTACHMENT(S) updated

1. Background and Previous Council Direction
2. Application Overview

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 April 02**

**ISC: UNRESTRICTED
IP2025-0336**

Growth Application in the West View Area Structure Plan (Ward 1), GA2024-003

3. Overview of New Community Land Supply
4. Applicant Submission
5. Risk Analysis for Growth Applications
6. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
D Hamilton	Planning and Development Services	Approve
L Tochor	Corporate Planning and Financial Services	Consult
M Thompson	Infrastructure Services	Consult
D Morgan	Operational Services	Consult
K Black	Community Services	Inform

Author: G Rathwell, City and Regional Planning

Background and Previous Council Direction

This attachment provides a summary of the background and previous Council direction related to the proposed Growth Application considered in this report, as well as new community growth decision-making in general.

Background

Growth Applications serve as the mechanism for evaluating new community growth opportunities in Calgary. The Growth Application process was endorsed by Council in 2023 July ([IP2023-0559](#)), and involves assessment of alignment with City policy and proximity to amenities and services, market conditions and land supply, and financial impacts.

Growth Applications are a responsive application-based model, with final decisions made through the annual Service Plans and Budgets process. Semi-annual briefing notes on Growth Application activity are also provided to Infrastructure and Planning Committee.

Previous Council Direction

A comprehensive summary of previous reports related to this work is listed below.

DATE	REPORT NUMBER	DIRECTION / DESCRIPTION
2025 February 25	IP2025- 0055	<p>Growth Applications Lessons Learned</p> <p>Update on continuous improvement to the Growth Application process. Council approved an amended direction to have Administration bring an update back on approval timing for operating cost only Growth Applications:</p> <p><i>“Direct Administration to provide an update to the Infrastructure and Planning Committee on fundamental change 2C referenced in Attachment 3 by end of Q2 2025.”</i></p>
2025 January 8	IP2025- 0054	<p>Citywide Growth Strategy: Semi-Annual Update on Growth Applications</p> <p>Update on the status of active and recently approved Growth Applications.</p>
2024 November 5	C2024- 1907	<p>Mid-Cycle Adjustments to the 2023-2026 Service Plans and Budgets</p> <p>Council approved operating and capital investments for four Growth Applications.</p>
2024 June 12	IP2024- 0718	<p>Citywide Growth Strategy: Semi-Annual Update on Growth Applications</p> <p>Update on the status of active and recently approved Growth Applications.</p>

2024 May 28	IP2024-0462 (West View)	<p>Growth Application in the West View Area Structure Plan (Ward 1), GA2023-006</p> <p>IPC recommended that a portion of this Growth Application (West View Crestmont) not be considered at budget time. Council directed Administration to continue working with the applicant on the planning for future stages of capital infrastructure. This is the first time the Growth Application was brought to IPC.</p>
2023 October 17	IP2023-0924	<p>Citywide Growth Strategy: Growth Applications Fee Adjustment</p> <p>Council approved an adjustment to Growth Application fees. The adjustment applies a prorated fee based on area for smaller applications (up to 16 hectares).</p>
2023 July 25	IP2023-0559	<p>Citywide Growth Strategy: New Approach to Growth Applications</p> <p>Council approved the redesigned Growth Applications system, which introduced changes and improvements to the approach for strategically evaluating new community growth. As of 2023 August 1 an applicant can apply at any time, but final decisions will be made through the Service Plans and Budgets process in November of each year.</p> <p>As part of this report, all Growth Management Overlays in relevant Area Structure Plans were removed from the plans via bylaw amendment, and the Growth Application process was added via bylaw amendment to the New Community Planning Guidebook.</p>
2022 September 20	C2022-1057	<p>Motions Arising on IP2022-0545 Citywide Growth Strategy</p> <p>Council provided direction on how to proceed with redesigning the New Community Business Case process.</p>
2022 July 26	IP2022-0545	<p>Citywide Growth Strategy in the 2023-2026 Service Plans and Budget Cycle</p> <p>This report provided Council with recommendations of growth-enabling investments and new community growth areas ahead of the 2023 – 2026 Service Plan and Budget process. Eight new community business cases were recommended for consideration at budget time, all eight were subsequently approved.</p>

Bylaws, Regulations, Council Policies

Growth decisions and authorities are governed by the following policies and regulations.

Municipal Development Plan, 2020

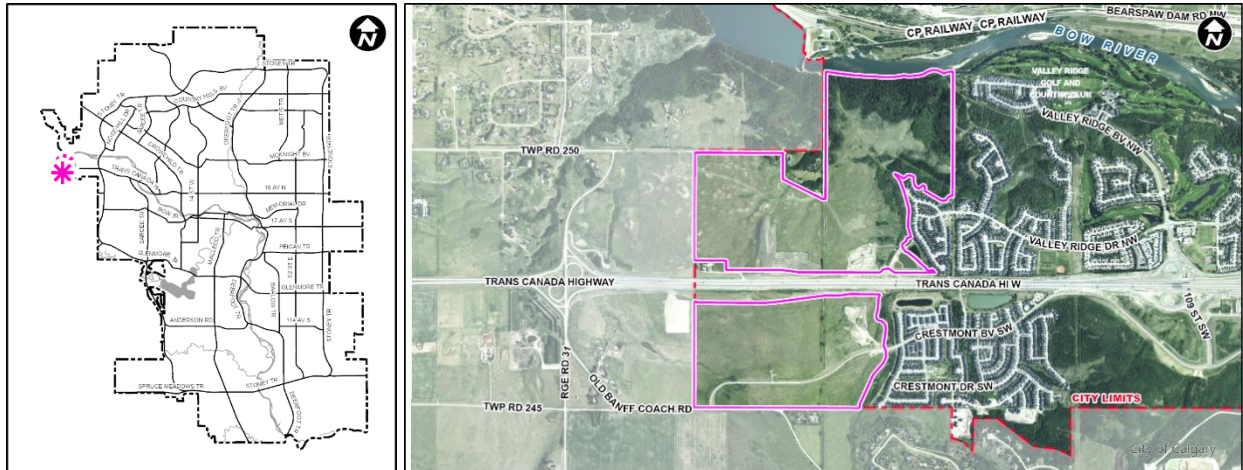
In accordance with the Municipal Government Act, Calgary's Municipal Development Plan provides the long-term strategic framework for growth and development to achieve the following seven goals: Compact Urban Form, Urban Design Excellence, Greening the City, Great Communities, Connected City, Prosperous Economy, and Strategic Growth.

Section 5 of the Municipal Development Plan provides direction on strategic growth to achieve the best possible social, environmental, and economic outcomes. Section 4.3 of the New Community Planning Guidebook (Volume 2, Part 1 of the Municipal Development Plan) contains policy guidance on the development, design, and implementation of new communities, including policies that set out the applicability and evaluation considerations for Growth Applications.

Application Overview

GA2024-003: West View

This attachment summarizes information about this Growth Application and its evaluation according to defined criteria outlined at www.calgary.ca/growthapplication.



Growth Application At-a-Glance

Area Structure Plan: West View

Community: Crestmont, 01H

Gross Developable Hectares: ±219ha

Proposed Dwelling Units: ±2,774 single/semis and ±1,442 multi homes

Commercial or Retail: ± 8,361m²

Municipal Development Plan/Calgary Transportation Plan Alignment:

- Contiguous with development in Crestmont (south) and Valley Ridge (north) and completes West View Area Structure Plan
- Favourably located (within three kilometres) of existing activity centres; unfavourably located relative to transit hubs, libraries, and recreation centres (more than five kilometres), and schools (more than three kilometres).

Market Demand in West Sector

- West Sector has six actively developing communities, eight to eleven years of serviced land and zero years of approved – not yet serviced land (lands approved by Council with funding for capital investments, but not constructed), as of 2024 May.
- Note that due to land and landowner structure in the West Sector, serviced land does not always reflect developer readiness or market demand.

Financial Impact

- This Growth Application requires capital investment of \$169.8M (\$102.6M to enable and \$67.2M for continued growth).

Evaluation Criteria Introduction

Municipal Development Plan/Calgary Transportation Plan Alignment

Guidance for how Growth Applications are evaluated against criteria is set out in section 5.2.2 of the Municipal Development Plan and section 4.3 of the New Community Planning Guidebook. The criteria focus on evaluating to what extent these applications align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, and are financially positive for The City and the local economy.

Market Demand

The City strives to maintain a healthy supply of land for housing, as set out in section 5.2.3 of the Municipal Development Plan. As of 2024 May, there are 41 new communities in active development, with serviced land that can accommodate 82,423 homes, for seven to nine years of supply. In approved but not yet serviced lands where Council has committed to funding future infrastructure but the services are not yet in place, a further 37,905 homes can be accommodated, for an additional three to four years of supply.

For more information, please consult the [Suburban Residential Growth](#) report and Attachment 3. These numbers are as of May 2024 and do not include the 2024 November Growth Application approvals. The City acknowledges that supply varies through the development continuum and unforeseen external factors may affect land supply.

Financial Impact

The criteria under Financial Impact evaluates the impact on The City's financial position by analyzing the anticipated costs (capital and operating) of the development proposed in the Growth Application, as well as the direct revenues (property tax, franchise fees, transit). The Financial Impact is isolated to the Growth Application being considered and does not reflect citywide growth.

While some infrastructure may be required initially to enable development to start, there is also additional infrastructure that will be needed as the community completes. New communities previously approved by Council that are not yet serviced still require significant City investment in infrastructure. Expansion in City infrastructure creates future financial obligations such as maintenance and renewal over its lifecycle.

Table 1 – Growth Application Criteria Evaluation Summary

Criteria Category	Result	Administration Comments
Policy Alignment	Favourable	<ul style="list-style-type: none"> • Contiguous with adjacent development • Completes West View Area Structure Plan • Favourably located to nearby activity and employment centres, however, is not favourable located to transit, libraries, recreation centres and existing schools
Market Demand	Favourable	<ul style="list-style-type: none"> • As of May 2024, the West Sector has: <ul style="list-style-type: none"> ○ Eight to eleven years of approved and serviced land (single/semi-detached and multi-residential); and ○ Zero years of approved but not yet serviced land (single/semi-detached and multi-residential).
Financial Impact	Moderate	<p>Capital Costs (Table 2 below)</p> <ul style="list-style-type: none"> • ±\$102.6M in unfunded capital infrastructure investment is required to initiate immediate development, an additional \$67.2M is required at full build out. • The site leverages some existing and previously funded capital infrastructure investment, such as the regional sanitary trunk from Cochrane.
	Favourable	<p>Operating Costs (Table 3 below)</p> <ul style="list-style-type: none"> • Favourable when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs for the proposed Growth Application area.

Table 2 – Capital Infrastructure Benefitting the Growth Application

Capital Investment	Total Estimated Cost (\$M) ^[1]	Funded in 2023-2026 Budget (\$M)	Funded in 2027-2030 Budget (\$M)	Unfunded Required to Complete (\$M)	Included in Off-site Levies Bylaw (Y/N)	Levy Eligible - % ^[2]
Crestmont Feedermain Phases 1 and 2	21.1	0.50	0.0	20.6	N	100%
Valley Ridge Pump Station #41 Upgrades	12.3	0.30	0.0	12.0	N	100%
TransCanada Sanitary Trunk	155.7	155.7	0.0	0.0	Y	36%
Inglewood Sanitary Trunk Upgrades Phase 2	33.2	33.2	0.0	0.0	Y	21%
Shouldice Sanitary Trunk Upgrades	30.2	0.0	0.0	30.2	Y	7%
Trans-Canada Highway/133 Street SW Partial Interchange	70.0	0.0	0.0	70.0	Y	51%
BRT Service - Route 305 West Improvements	37.0	0.0	0.0	37.0	Y	21%
Initial Investment Required to Enable Growth Application	103.4	0.8	0.0	102.6		
Total Required for Full Build Out	359.5	189.7	0.0	169.8		
<p>[1] - These are total project costs, as of March 2025 that are required to complete the project and will need to be fully funded in the future. They are subject to change due to unforeseen circumstances.</p> <p>[2] - Infrastructure listed under both 1H2024 and 2M2016 bylaws may use remaining 2M2016 funds towards the portion of capital cost not levied for under the 1H2024 bylaw. As a result, OSL eligibility for these infrastructures may be up to 100%.</p>						

Table 2 General Notes:

- Table 2 includes all capital investments related to the full build out of the Growth Application. Rows shaded in blue identify unfunded investments that are needed upfront to enable development in the Growth Application. Unshaded rows identify investments that are already funded or are required to support the full build out of the Growth Application but will be triggered and brought forward in future budget cycles. Investments will provide benefit areas beyond the specific Growth Application and are not solely required by the Growth Application.
- The total anticipated capital costs required to service this Growth Application reflected in this report and attachments are estimates only and are subject to change. The level of accuracy of project costs related to infrastructure delivery evolve throughout the stages of a project as design progresses, as construction methodologies are confirmed and as procurement strategies are developed. Infrastructure pricing is also influenced by availability of materials and contractors, and market demand.
- Administration has endeavoured to reflect the most current anticipated capital costs at the time of preparation of this report. As some of the infrastructure projects are still in conceptual and early planning stages, there is a high degree of variability. As costs are documented at a given point in time, they may also not align with infrastructure costs that are published in the Off-site Levies

Annual Report, as these two sources are developed at different timeframes.

Table 3 – New Community Incremental Operating Cost Model Summary (\$000s)

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Total Revenue	235	611	1,663	2,558	3,454	5,042	5,948	6,860	7,807	8,754	9,666	10,931	11,950	12,428	12,428
Less: Total Operating Costs	(26)	(46)	(511)	(584)	(631)	(2,657)	(2,780)	(2,940)	(3,020)	(3,099)	(3,179)	(3,416)	(3,504)	(3,552)	(3,561)
Net Balance	209	565	1,152	1,974	2,823	2,386	3,168	3,920	4,787	5,655	6,487	7,514	8,447	8,877	8,868

Table 3 General Notes:

- Total revenue reflects the estimated City portion of property taxes, franchise fee and transit revenues to be generated by the Growth Application area only, at prevailing tax rates, and is not implied to be additional unbudgeted tax revenue. Total operating costs reflect estimated incremental direct and indirect service level operating costs within the Growth Application area only, including Transit and Fire, and does not consider total citywide operating costs, operating costs of capital (lifecycle and maintenance), nor costs beyond the 15-year timeframe. This analysis is on a standalone basis and does not consider that anticipated citywide growth could shift to this area from others or vice versa (i.e., the growth cannot be assumed to necessarily be net new to Calgary).

Table 4 - Investments Required

	Current Service Plans and Budget 2026 (\$M)		Future Service Plans and Budgets 2027+ (\$M)	
	Approved	Requires Approval	Approved	Requires Approval
15 years Incremental Operating Investment	-	0.02	-	26.07
Capital Investment - City Funded	-	34.37	-	29.08
Capital Investment - Off-site Levy Funded	-	35.63	-	7.92
Capital Investment - Utility Funded ¹	189.70	32.60	-	30.20
Total Capital Investment	189.70	102.60	-	67.20
Total Investment	189.70	102.62	-	93.27
<p>[1] - These investments will be funded by self-supported debt to be repaid through off-site levies and/or user fees [2] - \$102.60M in capital investments is needed to enable development. Further refinement of the cashflows will be reviewed as part of the capital prioritization process.</p>				

Table 4 General Notes:

- If this Growth Application is approved it requires \$102.60M of initial capital investments and leverages previously funded capital investments of \$189.70M to enable development.
- Base tax-supported operating investments of \$0.02M will be required in 2026.
- Administration is seeking direction to consider committing to operating cost investments in 2025 to continue progress towards housing. Base tax-supported operating investments of \$2.78M will be required by the final build out year through future budget cycles.
- Additional operating and capital investments of approximately \$93.27M will be required to support the full build out of the Growth Application or to support continued growth in the Westview Area Structure Plan and it will be brought forward in future Service Plans and Budgets.

Overview of New Community Land Supply

Growth Applications are an important step in enabling new community housing supply. Approval of a Growth Application has the effect of moving the subject lands from “planned” to “approved - not yet serviced”. Once the capital infrastructure is delivered and available to development, the lands would move from “approved – not yet serviced” to “approved – serviced”. In cases where no City capital infrastructure is required, it is possible to move directly to “approved – serviced”.

Administration’s evaluation of Growth Applications considers the citywide and sector land supply as a factor in the timing of investments. The City will consider if the citywide level of serviced land supply is low (<3 years), in target range (3-5 years), above target (5-7 years), or high (>7 years).

The two charts that follow show the impact on land supply of moving forward with the **West View Growth Application**, both in the West Sector and citywide. City land supply data anticipates the construction of 3,483 homes in the areas of the West View ASP that have not yet received approval. Once approved, the applicant's proposal for 4,200 homes will supersede The City's land supply estimates for this location.

Figure 1: West View and West Sector Land Supply

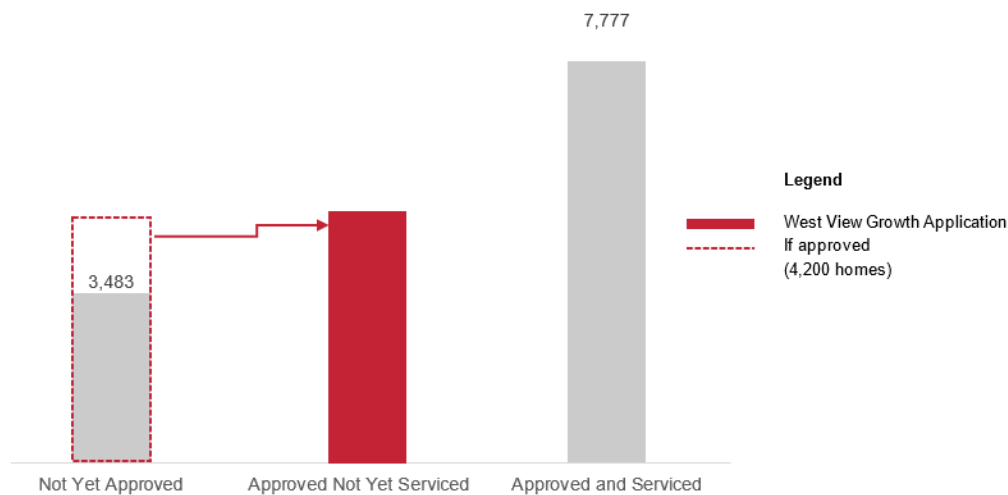
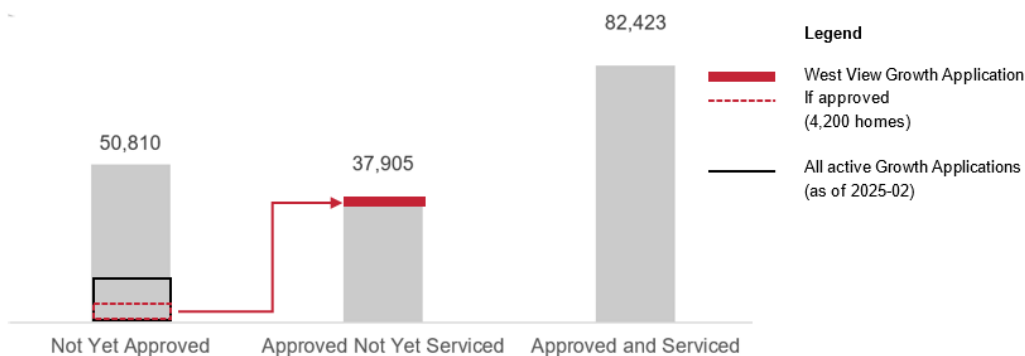


Figure 2: West View and Citywide Land Supply



Applicant Submission

WEST VIEW Growth Applications

The Qualico Crestmont and Melcor Westview Growth Applications optimize the same infrastructure investments and together provide a much greater City benefit through tax base, levies, and housing opportunities.

West View ASP Context

Council directed Administration to continue working with Qualico on the planning for future stages of capital infrastructure, including optimal timing of funding and delivery, to ensure the ability for continuity of growth in the West View Area Structure Plan. To ensure this can be efficient and effective, this information package combines the Qualico (GA2023-006) and Melcor (GA2024-003) Growth Applications into one, which, in agreement with Administration, will be reviewed together going forward.



Qualico's Outline Plan is in the final stages of approval and Melcor's is underway. Pending budget approval, both groups could be in a position for construction starts in Spring 2026.



Better Together: Collaborating on Infrastructure

As per Council's direction Qualico and Melcor are collaborating to progress the necessary work as follows:

- Highway 1 / 133 Half Interchange:** A Functional Planning Study, funded by Qualico and Melcor, is underway with preliminary design and level 4 cost estimates to be delivered Q4 2024.
- Water Infrastructure:** An Option Analysis and pricing exercise is underway to confirm upgrade requirements and/or relocation options.
- Storm Servicing:** A Phase 1 Assessment is complete including preliminary design and level 4 cost estimates.
- Trans Canada Sanitary Trunk:** Construction is underway and on track to be in service in 2026.

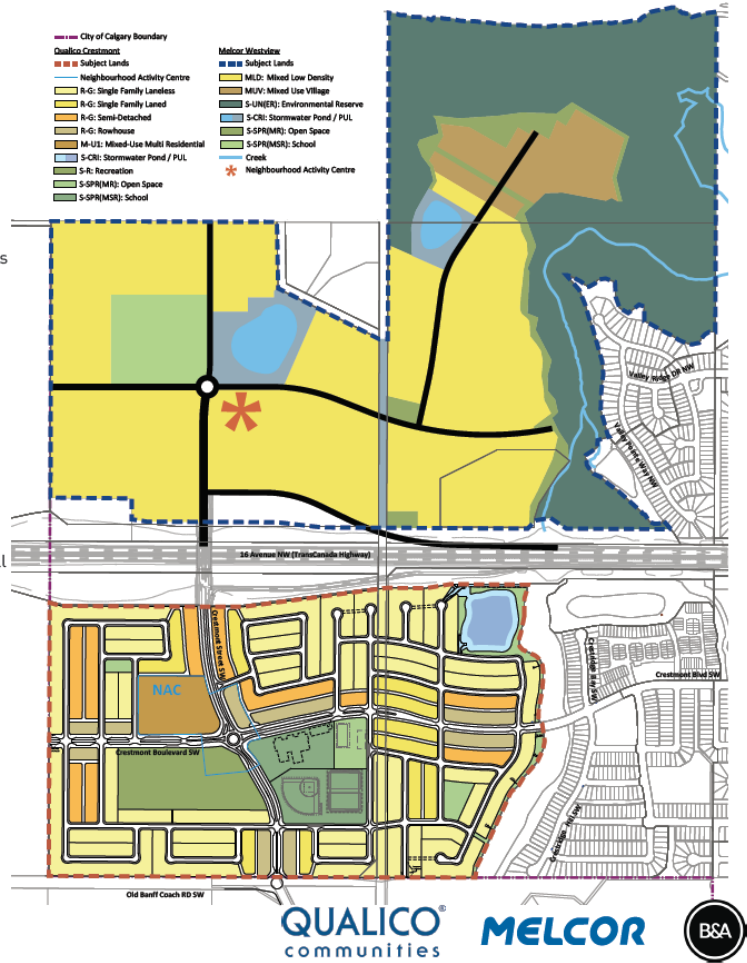
QUALICO: CRESTMONT	MELCOR: WESTVIEW	COMBINED TOTAL
\$4.1M ANNUAL PROPERTY TAX	\$6.3M ANNUAL PROPERTY TAX	\$10.4M ANNUAL PROPERTY TAX
±79 ha GROSS AREA	±140 ha GROSS AREA	+219 ha GROSS AREA
\$42.2M IN LEVIES	\$55.4M IN LEVIES	\$97.6M IN LEVIES
1,800 RESIDENTIAL UNITS	2,400 RESIDENTIAL UNITS	4,200 RESIDENTIAL UNITS
\$884M TOTAL PROJECT VALUE	\$1.79B TOTAL PROJECT VALUE	\$2.67B TOTAL PROJECT VALUE
	+46 ha ENVIRONMENTAL RESERVE LANDS	



Combined Considerations

The combined Growth Applications present several strong considerations:

1. Detailed Outline Planning is nearly complete for Qualico (Ready for CPC) and underway for Melcor.
2. Optimizing infrastructure investment with financial returns from levies and property tax revenue.
3. The overall levies collected are much higher when considering both Growth Applications together, which substantially increases the levy funding available to support rapid return on investment.
4. As the overall annual tax base for both areas together is much higher than Crestmont alone, the time to recover the remaining cost of the infrastructure will be greatly reduced.
5. Together, the combined Growth Applications will provide full build-out of the West View ASP and access to desperately needed housing supply, further justifying approval the required funding for the infrastructure as part of the mid cycle budget adjustment.
6. In just one year, Calgary has experienced a complete erosion in it's land supply due to record-breaking population growth. The combined Growth Application demonstrate that together the West View ASP provide a net benefit that optimizes infrastructure and will add much needed supply to the West Sector.



Collaborating on Infrastructure Needs

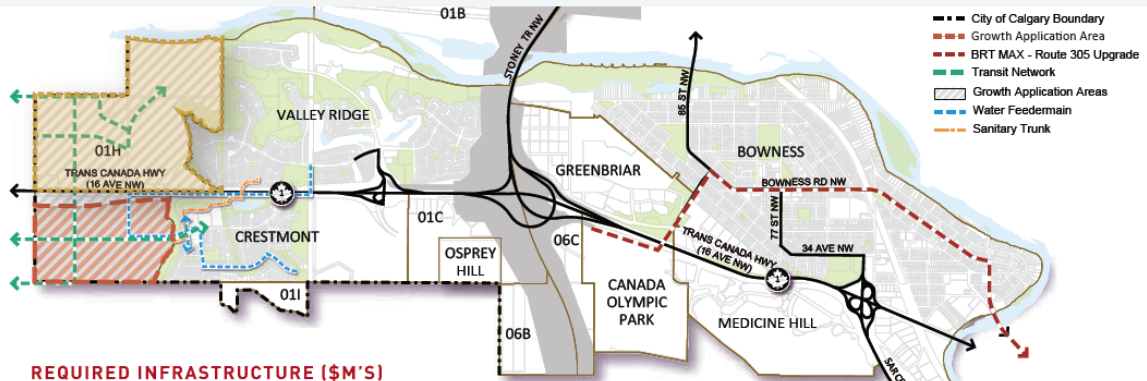
Transportation accommodated by the existing road network in Crestmont, access to the TransCanada Highway, and the now open West Calgary Ring Road. A Functional Study for the TransCanada Highway interchange is underway. Construction completion is targeted for 2027 and will provide direct access for both communities

Sanitary sewer will be provided via the TransCanada Sanitary Trunk which is funded and targeted for completion in 2026.

Stormwater management can be provided on an interim basis by constructing a zero-discharge storm pond at developer cost until an ultimate solution is able to be funded. Request made to fund remaining infrastructure in 2025 based on the completion of the Storm Trunk Study in early 2026 and permit interim solutions.

Water servicing will be extended from Valley Ridge, utilizing existing spare capacity for initial phases. Construction of the Crestmont Valley Ridge feedermain loop and Valley Ridge pump station upgrade are required to service the southwest corner of Melcor's lands. Request made to fund remaining infrastructure in 2025 as alignments will be understood.

Fire Services will utilize the existing Valley Ridge station, optimizing the capital funded for this station.



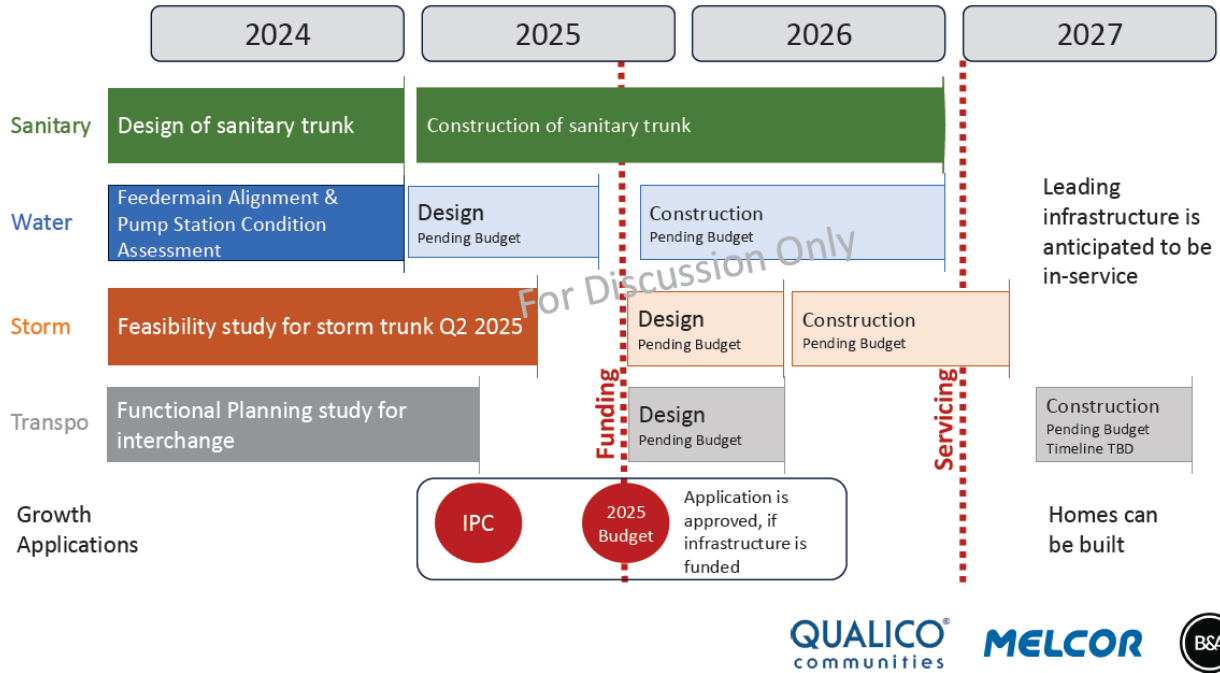
REQUIRED INFRASTRUCTURE (\$M'S)

PROJECT	SERVICE LINE	TOTAL (\$M)	STATUS	LEVY FUNDING (%)
Hwy 1 / 133 Street Interchange	Streets	50.0	Unfunded	51%
Crestmont / Valley Ridge Feedermain Loop	Water	24.0	Unfunded	100%
TransCanada Sanitary Trunk	Sanitary	119.2	Funded	36%
West View Storm Trunk	Storm	36.3	Unfunded	100%
Valley Ridge Pump Station #41 Upgrades	Water	15.0	Unfunded	100%
Total Unfunded		125.3		



Anticipated Path Forward in Westview

To support the build-out of the West View ASP, and to enable return on capital investment, Qualico and Melcor wish to collaborate with the City, and propose that Administration recommend IPC approve the enabling investments in 2025. This aligns with the timeline prepared by Administration. We understand that there may be an opportunity for interim servicing once the ultimate infrastructure is funded.



Risks Analysis for Growth Applications

This attachment summarizes the risks associated with approving, or not approving, Growth Applications. Application-specific risks are highlighted, when necessary, in the cover report.

Risks of Not Approving Growth Applications

Erosion of Affordability

If supply (via City investment into serviced land) is insufficient relative to demand, housing prices can rise and affordability is eroded. The Growth Application process includes consideration of serviced land supply to inform recommendations for new community development, aiming for a balance between too much and too little supply. That said, there are many factors that impact affordability beyond The City's provision of serviced land supply in new communities.

Business Confidence Risk

Growth Applications face a higher approvals risk than many other application types along the approvals continuum, largely due to the required financial commitment on the part of The City. This may challenge developer willingness to invest. This risk is mitigated by ensuring relevant development and servicing information is made available such that developers have access to the information needed to inform their decisions to submit Growth Applications.

Risks of Approving Growth Applications

Dispersion

Investing in many new communities simultaneously means that resources are spread across a wider area, which can result in inefficient infrastructure and service delivery. Limited demand across a wider area also means communities will be slower to build out, and slower to become complete communities that can support public and private amenities. This also impacts return on investment as revenues may not keep up with cost initiation. Risk is lower during periods of high growth and is mitigated through a strategic, balanced approach to investment and monitoring.

Economic Risk

Calgary, Alberta and Canada currently face a major risk in the form of tariffs and trade relations with the United States. Significant tariffs now in effect may have a variety of impacts on new community growth, including but not limited to cost inflation, supply chain effects and materials availability, consumer confidence, interest rates, and overall pace of growth. Approving capital and operating investments via new community growth approvals commits The City to these costs without the certainty of revenues. This risk is mitigating by considering incoming data in near real-time as supply and demand trends shift.

Long Term Investment Commitment

Approving a Growth Application begins a long term commitment to the capital and operating investments necessary to bring all City services to new residents and businesses. While initial operating costs are typically low (as populations are small and infrastructure is new), and triggered capital costs can be low or even zero if the area depends on previously made investments to initiate development, it is important to prepare for significant operating and capital costs in the medium and long term as the area builds out.

Infrastructure investments still need to be made to complete servicing in previously approved new communities until they have reached full build out. The amount, which includes interchanges, Bus Rapid Transit, utility network upgrades and other City investments, is currently estimated at \$1.3 billion. The unfunded investments will be brought forward for budget consideration as the appropriate triggers are met, which is dependent on the pace of growth.

This infrastructure is funded through a mix of funding sources, only a portion of which is from off-site levies. Availability of off-site levy funding and other funding sources impacts the timing of infrastructure investments and delivery. This carries a risk of increasing the infrastructure deficit which may lead to lower levels of service in approved communities. This can be mitigated through budget prioritization emphasizing community completion and alignment with the pace of growth, and current and anticipated revenues.

The New Community Incremental Operating Cost Model, used in application evaluation, is subject to continuous refinement and only reflects a portion of citywide operating costs over a 15-year timeframe. It is not intended to be a complete representation of a new community's lifetime operating cost impact to The City. Approval of new communities creates a commitment to services and infrastructure indefinitely into the future.

Expectation Risk

Multiple Growth Applications requiring investment are concurrently under review. If numerous Growth Applications and related investments are recommended for consideration, expectations for funding and approval in the November budget deliberations may be created that cannot be met. Administration is working to mitigate this risk by considering financial capacity and citywide needs (both growth-related and non-growth) before and after the Growth Application is brought forward to Infrastructure and Planning Committee.

Relatedly, the recommendation on a Growth Application does not constitute an approval or endorsement with respect to an Outline Plan and/or Land Use Amendment. Administration does not make a determination on the suitability of proposed land uses for a site through the Growth Application process.

Environmental and Climate Risk

New community development increases greenhouse gas emissions at a faster pace than established area development, which leads to increased climate risk by removing natural assets that enhance resilience and increasing the exposure of infrastructure assets to climate hazards. Opportunities to mitigate these risks are introduced in subsequent stages of the approvals continuum.



Growth Application in the West View Area Structure Plan (Ward 1), GA2024-003

IP2025-0336

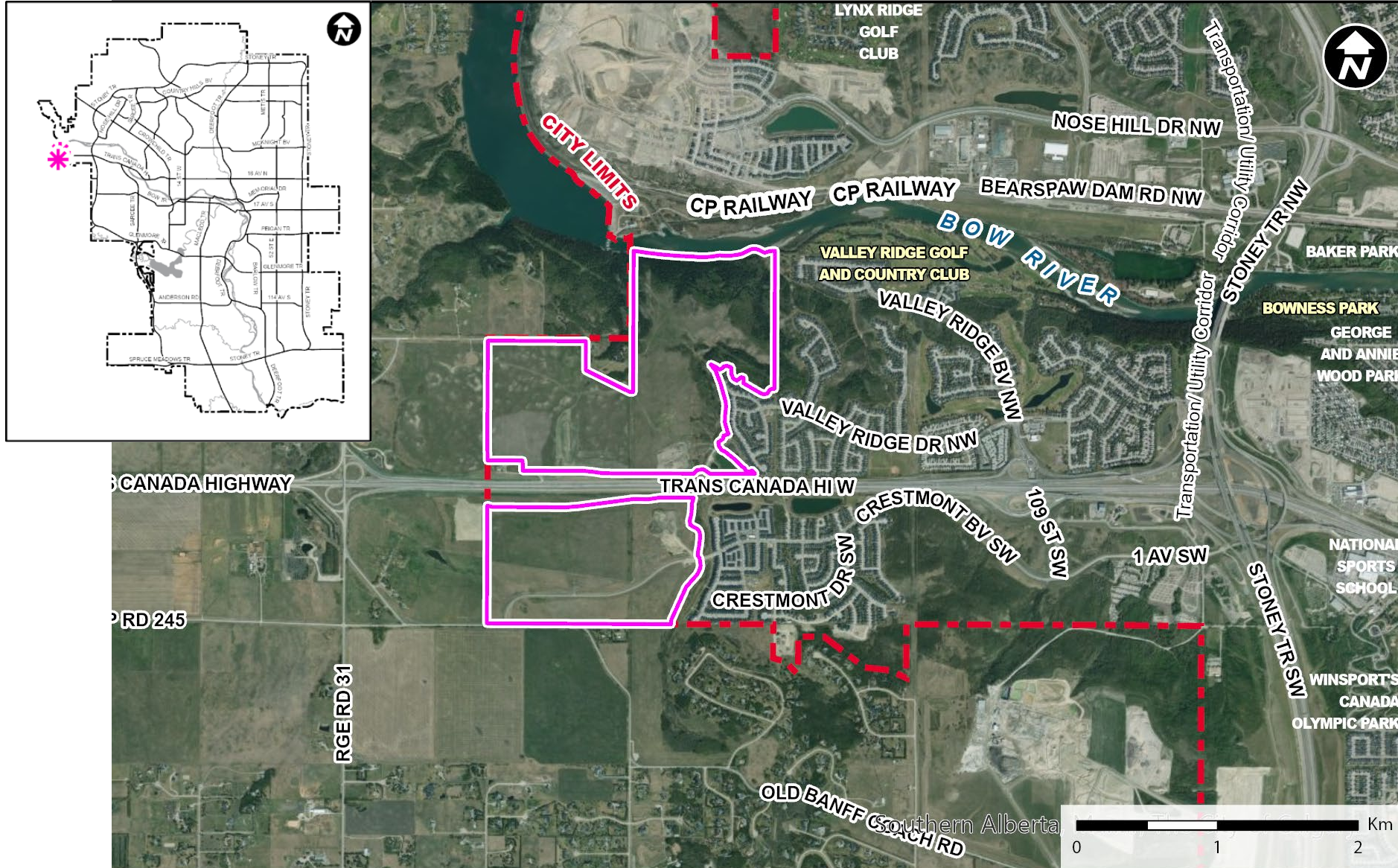
Infrastructure and Planning Committee | 2025 April 2

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating and capital investments needed to enable this Growth Application (GA2024-003) in the prioritization of investments for the 2025 November Adjustments; and
2. Direct Administration to consider future capital and operating investments (2027+), as required, for this Growth Application (GA2024-003) in the prioritization of investments in future Service Plans and Budgets.



Growth Application Context Map



Area Structure Plan:
West View

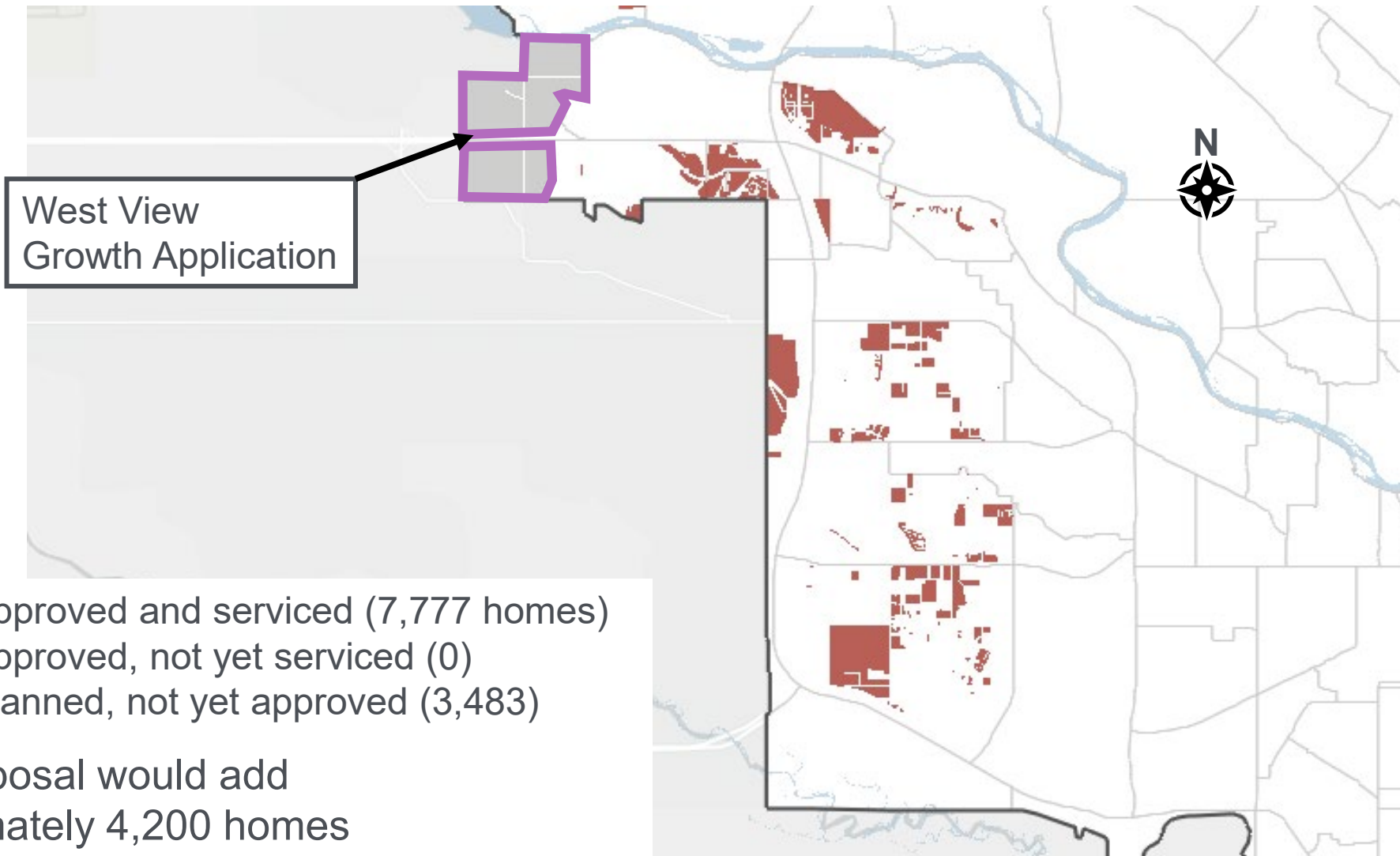
Community:
Crestmont/01H

Gross Developable Hectares:
±219ha

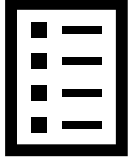
Proposed New Homes:
±4,200 Homes

Proposed Commercial/Retail:
±8,300m²

West Sector Land Supply Overview

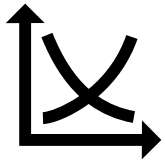


1. Municipal Development Plan Alignment



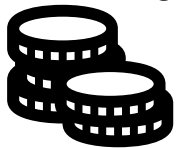
- a) Contiguous with adjacent development of Crestmont
- b) Unfavourable proximity to schools, some public facilities and transit hubs. Favourable proximity to commercial centres and employment areas.

2. Market Demand (as of May 2024)



- a) West sector has six new communities at various stages of development.
- b) Eight to eleven years of serviced land and zero years of approved but not yet serviced land remaining. Due to landowner structure in the West Sector, serviced land does not always reflect developer readiness or market demand.

3. Financial Impact



- a) Favourable New Community Operating Cost Model review
- b) Current budget cycle 2026 requires:
 - i. \$102.6M capital investment to enable development
 - ii. \$0.02M base operating investment
- c) Future budget cycles 2027+ requires:
 - i. \$67.2M for continued growth (for a total capital requirement of \$169.8M)
 - ii. \$2.78M annual base tax-supported operating investment after final build out

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating and capital investments needed to enable this Growth Application (GA2024-003) in the prioritization of investments for the 2025 November Adjustments; and
2. Direct Administration to consider future capital and operating investments (2027+), as required, for this Growth Application (GA2024-003) in the prioritization of investments in future Service Plans and Budgets.

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 April 02**

**ISC: UNRESTRICTED
IP2025-0337**

**Growth Application in the Glacier Ridge Area Structure Plan (Ward 2),
GA2024-002**

PURPOSE

The purpose of this report is to recommend that the capital and operating investments for the Growth Application within Community A of the Glacier Ridge Area Structure Plan (“Glacier A North”) not be considered for funding through the 2025 November Adjustments to the 2023-2026 Service Plans and Budgets, and that Administration continue collaborating with the applicant on planning for future stages of capital infrastructure.

PREVIOUS COUNCIL DIRECTION

On 2023 July 26, Council endorsed a redesigned approach for how The City evaluates and enables growth opportunities to ensure that new community growth happens in the right place at the right time (IP2023-0559). This process was implemented starting 2023 August 1 (see Attachment 1).

RECOMMENDATION(S):

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to continue working with the applicant on the planning for future stages of capital infrastructure, including optimal timing of funding and delivery, to ensure the ability of continuity of growth in the Glacier Ridge Area Structure Plan; and
2. Direct Administration not to consider the capital and operating investments needed to enable this Growth Application (GA2024-002) in the prioritization of investments for the 2025 November Adjustments.

GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report based on the evaluation criteria outlined below. The City is committed to enabling growth in the right places at the right times. This advances environmental sustainability, financial responsibility and, critically, a high-quality of life for Calgarians.

HIGHLIGHTS

- Administration recommends that it is not the right time for the capital and operating investments required by this Growth Application to be considered in The City’s Service Plans and Budgets process for the following reasons:
 - Enabling this Growth Application would require an initial capital investment of \$22.1M for an Emergency Response Station to meet the Council-approved response time standard. These capital costs are more optimally considered in the 2027-2030 budget, which aligns with when the site selected for the Emergency Response Station is anticipated to become available.
 - Consideration of the required capital costs aligns with when the enabling developer-funded water infrastructure and North Calgary Water Servicing are expected to be completed in 2029.

Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-002

- Glacier A North is unfavourably located relative to existing amenities and services including activity centres, employment areas, public schools, recreation facilities, libraries and transit.
- Glacier A North proposes ±2,544 homes and ±6,503 square metres of commercial space in the North new community sector, which would add to the six to eight years of serviced land plus an additional four to five years of approved but not yet serviced land in the sector as of 2024 May.

DISCUSSION

Evaluation Overview

Within a context of strategic and sustainable growth, investment in new communities continues to play an important role in supporting The City's long-term vision and objectives on housing.

Guidance for how Growth Applications are evaluated against criteria is set out in section 5.2.2 of the Municipal Development Plan and section 4.3 of the New Community Planning Guidebook. The criteria focus on evaluating to what extent these applications align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, and are financially positive for The City and the local economy.

Growth Application Evaluation

The subject site is located between 69 Street NW and 85 Street NW, with the northern edge being the city limits. The application was received on 2024 January 26 and evaluated by a cross corporate team according to the criteria published at www.calgary.ca/growthapplication. This evaluation is summarized below and in Attachment 2.

Municipal Development Plan/Calgary Transportation Plan Alignment

- Not favourably located relative to existing amenities and services including activity centres, employment areas, public schools, recreation facilities, libraries and transit based on the evaluation criteria.
- Contiguous with the community of Glacier Ridge to the east. There is no existing development directly south of the application.

Market Demand

- The North Sector currently includes ten new communities at various stages of development.
- The Suburban Residential Growth Report indicates that as of 2024 May, the North Sector has six to eight years of serviced land plus an additional four to five years of approved but not yet serviced land. See Attachment 3 for more information. With growth accelerating to record levels in Calgary, land supply has diminished, and in 2024 November Council approved capacity for an additional 2,400 homes in the North sector.

Financial Impact

- Enabling this Growth Application requires an initial capital investment of \$22.1M for an Emergency Response Station. This investment requires land acquisition on a site

Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-002

selected on the east side of 69 Street NW, which is expected to occur in 2028. The area will also eventually benefit from the \$22.5M investment in the Top Hill Feedermain.

- Operating impact is unfavourable in years 3-10 when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs through the New Community Incremental Operating Cost Model (IP2023-0981). The unfavourable impact is due to the triggered Emergency Response Station cost. Year 11 onwards is favourable.
- Glacier A North also requires or benefits from:
 - A developer-funded water main, which is expected to be completed by 2029
 - The North Calgary Water Servicing project, which is fully funded but not expected to be in service until 2029

Administration has determined that the Council direction to have “a practical strategy to incrementally achieve the long term city-wide fire/emergency response policy” (PUD2018-0173) would not be met if the Growth Application was approved without an Emergency Response Station. The entire area is outside of the seven-minute response standard 90 per cent of the time, and only a small fraction is within the eight-minute and 30-second threshold 90 per cent of the time, which determines the need for additional service. Administration’s approximate timeline of consideration in the 2027-2030 budget would coincide with permanent water capacity availability in 2029 and allow for more efficient service delivery as nearby development in the sector builds out. A temporary station is also not supported as it does not address the concern of cost-effectiveness. The required capital investment for the permanent Emergency Response Station would be funded using Off-Site Levies, while the operating costs would be tax funded.

In conclusion, while the Glacier A North Growth Application would provide additional housing supply, approval will trigger capital and operating investments at a time where there are already ten actively developing communities in the sector. This Growth Application is also not located favourably to any of the amenities tracked in the evaluation criteria. While this will improve over time, it does indicate that development here is currently premature.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|---|--|
| <input type="checkbox"/> Public engagement was undertaken | <input type="checkbox"/> Dialogue with interested parties was undertaken |
| <input checked="" type="checkbox"/> Public/interested parties were informed | <input type="checkbox"/> Public communication or engagement was not required |

As new communities are planned and designed, public engagement opportunities occur at the Area Structure Plan and Outline Plan/Land Use Amendment stages. These steps inform the Growth Application review. The Service Plans and Budgets process includes public engagement opportunities. Any member of the public is also able to speak on individual Growth Applications at both the Infrastructure and Planning Committee and as part of public hearing that is held on the broader budget adjustments in November.

Administration uses www.calgary.ca/growthapplication to share information about this and other Growth Applications. An applicants submission (Attachment 4) is also provided.

**Growth Application in the Glacier Ridge Area Structure Plan (Ward 2),
GA2024-002**

IMPLICATIONS

Social

The City supports market housing needs through investing in a balanced supply of serviced land in new community areas. This can increase housing choice and affordability, and if well located, increase access to public and private amenities.

Glacier A North is not well-located with respect to amenities and services as it is not favourably located to existing activity centres, employment areas, civic and public facilities, and transit service. Without an Emergency Response Station, the application area will have reduced fire service below citywide targets.

Environmental

Generally, new community growth involves greater greenhouse gas emissions relative to redevelopment in established areas (particularly with respect to mobility), increases climate risk and removes natural assets. Climate resilience considerations are best considered through policy and planning approvals from Outline Plan to Development and Building Permit stages. City development standards and design guidelines can have significant carbon reduction and resilience benefits when applied universally to all development through these processes.

The location of Glacier A North will result in it being a vehicle dependent community, increasing greenhouse gas emissions. Opportunities exist to encourage more compact, mixed-use and complete communities, and to extend transit service and enable housing forms that are more sustainable or take advantage of more efficient building materials and appliances.

Economic

Enabling private housing development creates jobs, boosts economic activity, and can support housing affordability. This is an important part of Calgary's comparative advantage relative to other cities. New communities trigger significant economic activity both in the course of development and throughout their lifespan.

Service and Financial Implications

No anticipated financial impact

Based on the recommendation there is no anticipated operating or capital investment impact to the 2025 November budget adjustments. Administration will continue to work with the applicant and identify the operating and capital investments required to be prioritized when it is the right time.

If this Growth Application were to move forward, base tax-supported operating funding of approximately ±\$0.44M would be required starting in 2028 and would require base tax-supported operating investment of \$5.93M (Attachment 2) by the time of build out, based on analysis done using the New Community Incremental Operating Cost Model (IP2023-0981). The Emergency Response Station is responsible for the majority of costs in the model. While the benefit will extend beyond Glacier A North, the cost is being incrementally triggered by this Growth Application.

**Planning & Development Services Report to
 Infrastructure and Planning Committee
 2025 April 02**

**ISC: UNRESTRICTED
 IP2025-0337**

**Growth Application in the Glacier Ridge Area Structure Plan (Ward 2),
 GA2024-002**

Additionally, \$22.1M would be required to build the new Emergency Response Station (Attachment 2). This would be eligible to be funded through Off-site Levies. In the future, ±\$22.5M will be required to deliver the Top Hill Feedermain, which will support the growth area by providing water servicing redundancy.

At the appropriate time, this Growth Application will present an opportunity to enable growth that leverages existing and funded infrastructure, while supporting private investment, jobs and housing choice.

RISK

New community growth is a long-term commitment that presents several risks which are discussed in further detail in Attachment 5.

ATTACHMENT(S)

1. Background and Previous Council Direction
2. Application Overview
3. Overview of New Community Land Supply
4. Applicant Submission
5. Risk Analysis for Growth Applications
6. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
D Hamilton	Planning and Development Services	Approve
L Tochor	Corporate Planning and Financial Services	Consult
M Thompson	Infrastructure Services	Consult
D Morgan	Operational Services	Consult
K Black	Community Services	Inform

Author: Lucie Stepanik, City and Regional Planning

Background and Previous Council Direction

This attachment provides a summary of the background and previous Council direction related to the proposed Growth Application considered in this report, as well as new community growth decision-making in general.

Background

Growth Applications serve as the mechanism for evaluating new community growth opportunities in Calgary. The Growth Application process was endorsed by Council in 2023 July ([IP2023-0559](#)), and involves assessment of alignment with City policy and proximity to amenities and services, market conditions and land supply, and financial impacts.

Growth Applications are a responsive application-based model, with final decisions made through the annual Service Plans and Budgets process. Semi-annual briefing notes on Growth Application activity are also provided to Infrastructure and Planning Committee.

Previous Council Direction

A comprehensive summary of previous reports related to this work is listed below.

DATE	REPORT NUMBER	DIRECTION / DESCRIPTION
2025 February 25	IP2025-0055	<p>Growth Applications Lessons Learned</p> <p>Update on continuous improvement to the Growth Application process. Council approved an amended direction to have Administration bring an update back on approval timing for operating cost only Growth Applications:</p> <p><i>“Direct Administration to provide an update to the Infrastructure and Planning Committee on fundamental change 2C referenced in Attachment 3 by end of Q2 2025.”</i></p>
2025 January 8	IP2025-0054	<p>Citywide Growth Strategy: Semi-Annual Update on Growth Applications</p> <p>Update on the status of active and recently approved Growth Applications.</p>
2024 November 5	C2024-1907	<p>Mid-Cycle Adjustments to the 2023-2026 Service Plans and Budgets</p> <p>Council approved operating and capital investments in four Growth Applications and confirmed funding of the North Calgary Water Servicing Project.</p>
2024 June 12	IP2024-0718	<p>Citywide Growth Strategy: Semi-Annual Update on Growth Applications</p> <p>Update on the status of active and recently approved Growth Applications.</p>

2023 October 17	IP2023-0924	<p>Citywide Growth Strategy: Growth Applications Fee Adjustment</p> <p>Council approved an adjustment to Growth Application fees. The adjustment applies a prorated fee based on area for smaller applications (up to 16 hectares).</p>
2023 July 25	IP2023-0559	<p>Citywide Growth Strategy: New Approach to Growth Applications</p> <p>Council approved the redesigned Growth Applications system, which introduced changes and improvements to the approach for strategically evaluating new community growth. As of 2023 August 1 an applicant can apply at any time, but final decisions will be made through the Service Plans and Budgets process in November of each year.</p> <p>As part of this report, all Growth Management Overlays in relevant Area Structure Plans were removed from the plans via bylaw amendment, and the Growth Application process was added via bylaw amendment to the New Community Planning Guidebook.</p>
2022 September 20	C2022-1057	<p>Motions Arising on IP2022-0545 Citywide Growth Strategy</p> <p>Council provided direction on how to proceed with redesigning the New Community Business Case process.</p>
2022 July 26	IP2022-0545	<p>Citywide Growth Strategy in the 2023-2026 Service Plans and Budget Cycle</p> <p>This report provided Council with recommendations of growth-enabling investments and new community growth areas ahead of the 2023 – 2026 Service Plan and Budget process. Eight new community business cases were recommended for consideration at budget time, all eight were subsequently approved.</p>
2018 March 05	PUD2018-0178	<p>Fire Service Provision in Growth Strategy</p> <p>Council provided direction related to fire services level and response time when making growth decisions, including to “direct Administration that new greenfield development business cases submitted to Council under the New community Growth Strategy (PFC2018-0200) for approval include a practical strategy to incrementally achieve the long term city-wide fire/emergency response policy.”</p>

Bylaws, Regulations, Council Policies

Growth decisions and authorities are governed by the following policies and regulations.

Municipal Development Plan, 2020

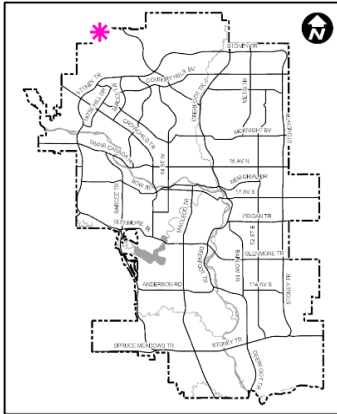
In accordance with the Municipal Government Act, Calgary’s Municipal Development Plan provides the long-term strategic framework for growth and development to achieve the following seven goals: Compact Urban Form, Urban Design Excellence, Greening the City, Great Communities, Connected City, Prosperous Economy, and Strategic Growth.

Section 5 of the Municipal Development Plan provides direction on strategic growth to achieve the best possible social, environmental, and economic outcomes. Section 4.3 of the New Community Planning Guidebook (Volume 2, Part 1 of the Municipal Development Plan) contains policy guidance on the development, design, and implementation of new communities, including policies that set out the applicability and evaluation considerations for Growth Applications.

Application Overview

GA2024-002: Glacier A North

This attachment summarizes information about this Growth Application and its evaluation according to defined criteria outlined at www.calgary.ca/growthapplication.



Growth Application At-a-Glance

Area Structure Plan: Glacier Ridge

Community: 02K (Glacier Ridge Community A)

Gross Developable Hectares: ±130

Proposed Homes: ±2,016 Single/Semi homes, ±528 Multi-Residential homes

Commercial or Retail: ±6,503 m²

Municipal Development Plan/Calgary Transportation Plan Alignment:

- Contiguous with the adjacent community of Glacier Ridge to the east, however there is no existing development directly south of the Growth Application.
- Unfavourably located relative to all services and amenities as it is not within 3.0 km of existing activity centres and existing and/or funded public schools and 5.0 km of existing recreation facilities, libraries, and transit.

Market Demand

- North Sector has ten actively developing communities, six to eight years of serviced land and four to five years of approved – not yet serviced land (lands approved by Council with funding for capital investments, but not constructed), as indicated in the Suburban Residential Growth Report for 2024 May. These amounts do not yet reflect the land supply increase from Growth Applications approved in 2024 November.

Financial Impact

- Required capital investment to initiate growth includes the unfunded Glacier Ridge Emergency Response Station (\$22.1M). The Top Hill Feedermain (\$22.5M) will also benefit the area by providing water servicing redundancy but is not initially required as a 400mm developer-funded watermain along 85 Street NW will be completed to provide water service.
- Unfavourable operating cost model result for years 3-10 due to the operating costs required for

- Unfavourable operating cost model result for years 3-10 due to the operating costs required for a new Emergency Response Station. Year 11 onward is a favourable result (anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs) from the New Community Incremental Operating Cost Model.

Evaluation Criteria Introduction

Municipal Development Plan/Calgary Transportation Plan Alignment

Guidance for how Growth Applications are evaluated against criteria is set out in section 5.2.2 of the Municipal Development Plan and section 4.3 of the New Community Planning Guidebook. The criteria focus on evaluating to what extent these applications align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, and are financially positive for The City and the local economy.

Market Demand

The City strives to maintain a healthy supply of land for housing, as set out in section 5.2.3 of the Municipal Development Plan. The Suburban Residential Growth Report states that as of 2024 May, there are 41 new communities in active development, with serviced land that can accommodate 82,423 homes, for seven to nine years of supply. In approved but not yet serviced lands where Council has committed to funding future infrastructure but the services are not yet in place, a further 37,905 homes can be accommodated, for an additional three to four years of supply.

For more information, please consult the [Suburban Residential Growth](#) report and Attachment 3. These numbers are as of May 2024 and do not include the 2024 November Growth Application approvals. The City acknowledges that supply varies through the development continuum and unforeseen external factors may affect land supply.

Financial Impact

The criteria under Financial Impact evaluates the impact on The City's financial position by analyzing the anticipated costs (capital and operating) of the development proposed in the Growth Application, as well as the direct revenues (property tax, franchise fees, transit). The Financial Impact is isolated to the Growth Application being considered and does not reflect citywide growth.

While some infrastructure may be required initially to enable development to start, there is also additional infrastructure that will be needed as the community completes. New communities previously approved by Council that are not yet serviced still require significant City investment in infrastructure. Expansion in City infrastructure creates future financial obligations such as maintenance and renewal over its lifecycle.

Table 1 – Growth Application Criteria Evaluation Summary

Criteria Category	Result	Administration Comments
Policy Alignment	Unfavourable	<ul style="list-style-type: none"> • Contiguous with adjacent development • Proposes to develop in the north half of the westernmost section of the Glacier Ridge Area Structure Plan, with the southern half undeveloped and still requiring a Growth Application. • Not favourably located to all evaluated existing services and amenities, based on evaluation criteria. The closest services and amenities include the Shops in Sage Hill (±4.0 km), University of Calgary Spy Hill Campus (±4.0 km), Renert School (±5.0 km), YMCA at Rocky Ridge (± 6.0 km), and Sage Hill Primary Transit Hub (±6.0 km).
Market Demand	Unfavourable	<ul style="list-style-type: none"> • Anticipated buildout could begin in 2029 when the North Calgary Water Service project is operational. • As of May 2024, the Suburban Residential Growth Report indicates that the North sector has: <ul style="list-style-type: none"> ○ Six to eight years of approved and serviced land (single/semi-detached and multi-residential); and ○ Four to five years of approved but not yet serviced land (single/semi-detached and multi-residential)
Financial Impact	Moderate	Capital Costs (Table 2) <ul style="list-style-type: none"> • Capital investment is required up front via the Glacier Ridge Emergency Response Station. The approximate timeline of consideration for the Emergency Response Station capital costs is 2027-2030 budget, which aligns with the expected availability of land for the selected site (2028).
	Unfavourable	Operating Costs (Table 3) <ul style="list-style-type: none"> • Unfavourable from years 3-10 when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs for the proposed Growth Application. This is due to a new Emergency Response Station being triggered. Year 11 onward is favourable.

Table 2 – Capital Infrastructure Benefitting the Growth Application

Capital Investment	Total Estimated Cost (\$M) ^[1]	Funded in 2023-2026 Budget (\$M)	Funded in 2027-2030 Budget (\$M)	Unfunded Required to Complete (\$M)	Included in Off-site Levies Bylaw (Y/N)	Levy Eligible - % ^[2]
North Calgary Water Servicing (NCWS) Project	311.6	116.6	195.0	-	Y	22%
Nose Creek Sanitary Trunk Upgrades	33.5	33.5	-	-	Y	43%
Inglewood Sanitary Trunk Upgrades Phase 2	33.2	33.2	-	-	Y	21%
144 Ave Creek Crossing (Stage 1- 3 lanes)	60.0	60.0	-	-	Y	60%
Mountain View Pump Station Upgrades	3.1	3.1	-	-	Y	43%
Top Hill Feedermain [3]	22.5	-	-	22.5	N	43%
Glacier Ridge Emergency Response Station	22.1	-	-	22.1	Y	100%
Initial Investment Required to Enable Growth Application	22.1	-	-	22.1		
Total Required for Full Build Out	486.0	246.4	195.0	44.6		

[1] - These are total project costs, as of March 2025 that are required to complete the project and will need to be fully funded in the future. They are subject to change due to unforeseen circumstances.

[2] - Infrastructure listed under both 1H2024 and 2M2016 bylaws may use remaining 2M2016 funds towards the portion of capital cost not levied for under the 1H2024 bylaw. As a result, OSL eligibility for these may be up to 100%.

[3] - A 400 mm developer-funded watermain extended along 85 ST NW or alternatively the future Top Hill Feedermain will be required to progress development in this Growth Application area. The applicant has selected the 400mm developer-funded watermain option to service their land. The trigger and timeline of the future Top Hill Feedermain will be determined based on the unplanned area land use and will benefit the subject Growth Application area by providing water servicing redundancy.

Table 2 General Notes:

- Table 2 includes all capital investments related to the full build out of the Growth Application. Rows shaded in blue identify unfunded investments that are needed upfront to enable development in the Growth Application. Unshaded rows identify investments that are already funded or are required to support the full build out of the Growth Application but will be triggered and brought forward in future budget cycles. Investments will provide benefit to areas beyond the specific Growth Application and are not solely required by the Growth Application.
- The total anticipated capital costs required to service this Growth Application reflected in this report and attachments are estimates only and are subject to change. The level of accuracy of project costs related to infrastructure delivery evolve throughout the stages of a project as design progresses, as construction methodologies are confirmed and as procurement strategies are developed. Infrastructure pricing is also influenced by availability of materials and contractors, and market demand.
- Administration has endeavoured to reflect the most current anticipated capital costs at the time of preparation of this report. As

some of the infrastructure projects are still in conceptual and early planning stages, there is a high degree of variability. As costs are documented at a given point in time, they may also not align with infrastructure costs that are published in the Off-Site Levies Annual Report, as these two sources are developed at different timeframes.

Table 3 – New Community Incremental Operating Cost Model Summary (\$000s)

Operating costs with 100% share of the Emergency Response Station

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Total Revenue	-	-	759	1,511	2,637	3,194	3,563	4,189	4,488	5,139	5,667	6,068	6,596	7,015	7,015	7,015	7,015
Less: Total Operating Costs	-	-	(577)	(658)	(5,759)	(5,805)	(5,905)	(5,958)	(6,027)	(6,254)	(6,326)	(6,381)	(6,441)	(6,503)	(6,514)	(6,514)	(6,487)
Net Balance	-	-	182	853	(3,122)	(2,610)	(2,342)	(1,769)	(1,539)	(1,116)	(660)	(313)	155	513	502	502	528

Table 3 General Notes:

- Total revenue reflects the estimated City portion of property taxes, franchise fee and transit revenues to be generated by the Growth Application area only, at prevailing tax rates, and is not implied to be additional unbudgeted tax revenue. Total operating costs reflect estimated incremental direct and indirect service level operating costs within the Growth Application area only, including Transit and Fire, and does not consider total citywide operating costs, operating costs of capital (lifecycle and maintenance), nor costs beyond the 15-year timeframe. This analysis is on a standalone basis and does not consider that anticipated citywide growth could shift to this area from others or vice versa (i.e., the growth cannot be assumed to necessarily be net new to Calgary).
- This Growth Application will trigger operating costs associated with a new Emergency Response Station. These costs are 100% attributed to this Growth Application since it is the only Growth Application that will utilize the Emergency Response Station at present state. In the future, the benefitting area of the Emergency Response Station will be much larger. If data is presented to indicate the costs be allocated in a different manner that will be modeled.
- If costs were modeled on a % of service (benefitting) area the incremental operating cost model would be more favourable and other Growth Applications modeled that benefit would become less favourable.

Table 4 - Investments Required

	Current Service Plans and Budget 2026 (\$M)		Future Service Plans and Budgets 2027+ (\$M)	
	Approved	Requires Approval	Approved	Requires Approval
15 years Incremental Operating Investment	-	-	-	74.93
Capital Investment - City Funded	24.00	-	-	-
Capital Investment - Off-site Levy Funded	36.00	-	-	22.10
Capital Investment - Utility Funded ¹	186.40	-	195.00	22.50
Total Capital Investment	246.40	0.00	195.00	44.60
Total Investment	246.40	0.00	195.00	119.53
[1] - These investments will be funded by self-supported debt to be repaid through off-site levies and/or user fees				

Table 4 General Notes:

- This Growth Application benefits from \$246.40M previously funded capital investments in the current service plan and budget.
- If this Growth Application were to be considered, \$22.1M in unfunded capital investments would need to be considered in prioritization.
- If this Growth Application were to be considered, a base tax-supported operating investments of \$0.44M will be required starting in 2028 and will require a total base tax-supported operating investment of \$5.93M by the final build out year through future budget cycles.
- Additional operating and capital investments of approximately \$119.53M will be required to support the full build out of the Growth Application or to support continued growth in the Glacier Ridge Area Structure Plan.

Overview of New Community Land Supply

Growth Applications are an important step in enabling new community housing supply. Approval of a Growth Application has the effect of moving the subject lands from “planned” to “approved - not yet serviced”. Once the capital infrastructure is delivered and available to development, the lands would move from “approved – not yet serviced” to “approved – serviced”. In cases where no City capital infrastructure is required, it is possible to move directly to “approved – serviced”.

Administration’s evaluation of Growth Applications considers the citywide and sector land supply as a factor in the timing of investments. The City will consider if the citywide level of serviced land supply is low (<3 years), in target range (3-5 years), above target (5-7 years), or high (>7 years).

The two charts that follow show the impact on land supply of moving forward with the **Glacier A North Growth Application**, both in the North Sector and citywide.

Figure 1: Glacier A North and North Sector Land Supply

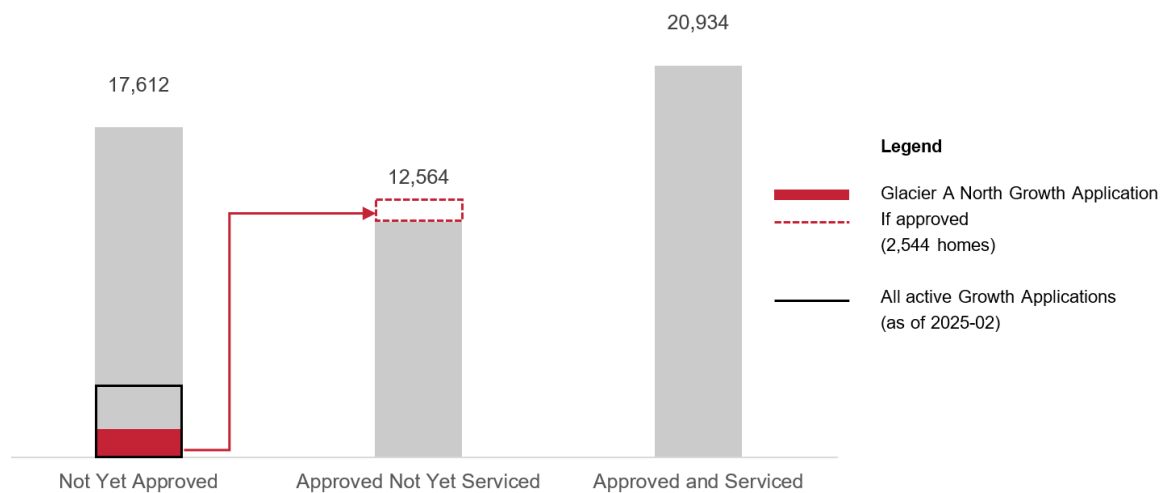
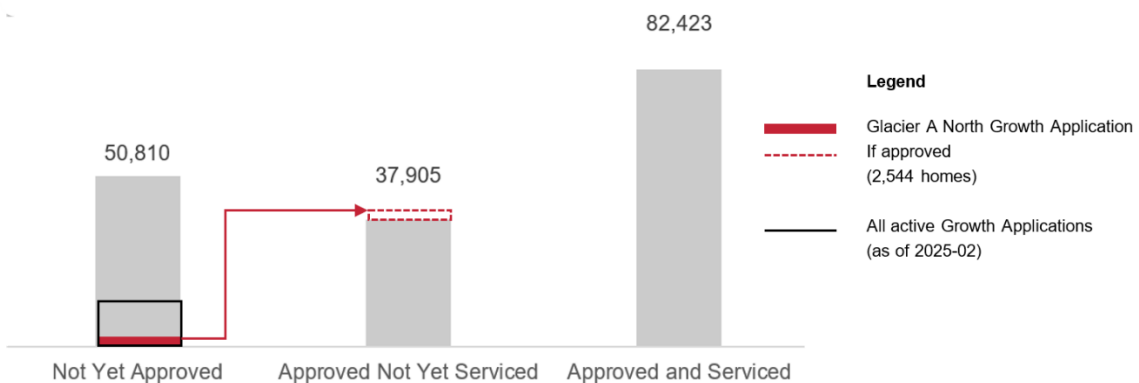


Figure 2: Glacier A North and Citywide Land Supply



Applicant Submission


QUALICO

Glacier Ridge

COMMUNITY A - NORTH

Homes where everyone wants to live.

Qualico is a proud community builder, active in the Calgary Region for over 70 years. Glacier Ridge Community A - North highlights an opportunity to continue investing in Calgary and ensure an active stream of housing supply caters to demand. This growth application area is supported by existing investment by the City in ultimate servicing solutions. Initial phases of development may be able to proceed in advance of ultimate infrastructure completion as latent capacity becomes available. Continued development in this area will bolster this existing investment.





A Natural Fit for Northwest Calgary.

Glacier Ridge Community A - North benefits from its connection to Symons Valley and West Nose Creek to create a shared natural focal point for the north west. Retaining and incorporating the natural ravine system creates a more contiguous natural corridor to provide recreational opportunities for residents, while remaining interconnected to the greater Glacier Ridge ASP area.

Location within the Glacier Ridge ASP



130 Hectares of Gross Area	2500 Housing Units	250 Permanent Jobs	6812 Direct + Indirect Jobs
\$7.0M Annual Property Tax	\$68M in Levies	\$1.1B in Total Project Value	\$0 Capital Cost to the City for Initial Phases

Growth & Development Context

Qualico proposes this growth application area as a new neighbourhood within the Glacier Ridge ASP area. Glacier Ridge Community A - North supplies a trade area population to support the northwest employment centres that include Spy Hill industrial and Rocky Ridge commercial area, and the large business park anticipated immediately south.

It is timely for this growth application to move forward with subsequent planning stages to maintain momentum in the ASP area and to integrate with the actively developing communities in Glacier Ridge.

The North Sector will provide inventory to meet the demand of not only the North Sector itself, but adjacent sectors, such as the Northwest, which has relatively low supply. Glacier Ridge Community A - North can actively supply housing to serve growing demand, in close proximity to existing services such as the Red Line LRT and Rocky Ridge YMCA.

This application area provides population to support developing employment centres in the north that include the Calgary Airport, YYC Global Logistics Park, Stonegate Landing, North Stoney Industrial, Aurora Business, Park, and Spy Hill Industrial. CED identifies the established Transportation and Logistics cluster as an opportunity for growth in the City. The location of employment associated with this cluster is in the northwest, north and northeast portions of the City, easily accessible from the growth application area. In addition, the growth application will supply the population necessary to realize the buildout of the industrial and business park districts as identified within the Glacier Ridge ASP.



A quick drive to regional amenities.

- | | |
|-------------------------------------|---------------------------------------|
| 05 min. Rocky Ridge YMCA | 02 min. U of C Spy Hill Campus |
| 10 min. Tuscany LRT Station | 05 min. Beacon Hill Commercial Centre |
| 05 min. Royal Oak Commercial Centre | 06 min. Sage Hill Crossing Commercial |
| 05 min. Royal Oak Employment Centre | 06 min. Sage Hill Public Library |

Providing Housing in an area with demand.

Qualico is committed to advancing Glacier North in the near future. The northwest sector has had significant market demand for over a decade with zero supply, only now with Rockland Park under development. With development 'across the street' to the east this area is accessible for servicing and growth.

The North is a Growing Sector.

The City committed to initial investment in Glacier Ridge and continued investment is needed to ensure the capital that has been invested realizes a return. A high return would be enabled for future capital in the form of Levy and Tax revenues, as well as direct economic impact. The Ronmor lands are developing Phase 5 of X, and are forecasted to reach full build-out by...

Risks Analysis for Growth Applications

This attachment summarizes the risks associated with approving, or not approving, Growth Applications. Application-specific risks are highlighted, when necessary, in the cover report.

Risks of Not Approving Growth Applications

Erosion of Affordability

If supply (via City investment into serviced land) is insufficient relative to demand, housing prices can rise and affordability is eroded. The Growth Application process includes consideration of serviced land supply to inform recommendations for new community development, aiming for a balance between too much and too little supply. That said, there are many factors that impact affordability beyond The City's provision of serviced land supply in new communities.

Business Confidence Risk

Growth Applications face a higher approvals risk than many other application types along the approvals continuum, largely due to the required financial commitment on the part of The City. This may challenge developer willingness to invest. This risk is mitigated by ensuring relevant development and servicing information is made available such that developers have access to the information needed to inform their decisions to submit Growth Applications.

Risks of Approving Growth Applications

Dispersion

Investing in many new communities simultaneously means that resources are spread across a wider area, which can result in inefficient infrastructure and service delivery. Limited demand across a wider area also means communities will be slower to build out, and slower to become complete communities that can support public and private amenities. This also impacts return on investment as revenues may not keep up with cost initiation. Risk is lower during periods of high growth and is mitigated through a strategic, balanced approach to investment and monitoring.

Economic Risk

Calgary, Alberta and Canada currently face a major risk in the form of tariffs and trade relations with the United States. Significant tariffs now in effect may have a variety of impacts on new community growth, including but not limited to cost inflation, supply chain effects and materials availability, consumer confidence, interest rates, and overall pace of growth. Approving capital and operating investments via new community growth approvals commits The City to these costs without the certainty of revenues. This risk is mitigating by considering incoming data in near real-time as supply and demand trends shift.

Long Term Investment Commitment

Approving a Growth Application begins a long term commitment to the capital and operating investments necessary to bring all City services to new residents and businesses. While initial operating costs are typically low (as populations are small and infrastructure is new), and triggered capital costs can be low or even zero if the area depends on previously made investments to initiate development, it is important to prepare for significant operating and capital costs in the medium and long term as the area builds out.

Infrastructure investments still need to be made to complete servicing in previously approved new communities until they have reached full build out. The amount, which includes interchanges, Bus Rapid Transit, utility network upgrades and other City investments, is currently estimated at \$1.3 billion. The unfunded investments will be brought forward for budget consideration as the appropriate triggers are met, which is dependent on the pace of growth.

This infrastructure is funded through a mix of funding sources, only a portion of which is from off-site levies. Availability of off-site levy funding and other funding sources impacts the timing of infrastructure investments and delivery. This carries a risk of increasing the infrastructure deficit which may lead to lower levels of service in approved communities. This can be mitigated through budget prioritization emphasizing community completion and alignment with the pace of growth, and current and anticipated revenues.

The New Community Incremental Operating Cost Model, used in application evaluation, is subject to continuous refinement and only reflects a portion of citywide operating costs over a 15-year timeframe. It is not intended to be a complete representation of a new community's lifetime operating cost impact to The City. Approval of new communities creates a commitment to services and infrastructure indefinitely into the future.

Expectation Risk

Multiple Growth Applications requiring investment are concurrently under review. If numerous Growth Applications and related investments are recommended for consideration, expectations for funding and approval in the November budget deliberations may be created that cannot be met. Administration is working to mitigate this risk by considering financial capacity and citywide needs (both growth-related and non-growth) before and after the Growth Application is brought forward to Infrastructure and Planning Committee.

Relatedly, the recommendation on a Growth Application does not constitute an approval or endorsement with respect to an Outline Plan and/or Land Use Amendment. Administration does not make a determination on the suitability of proposed land uses for a site through the Growth Application process.

Environmental and Climate Risk

New community development increases greenhouse gas emissions at a faster pace than established area development, which leads to increased climate risk by removing natural assets that enhance resilience and increasing the exposure of infrastructure assets to climate hazards. Opportunities to mitigate these risks are introduced in subsequent stages of the approvals continuum.



Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-002

IP2025-0337

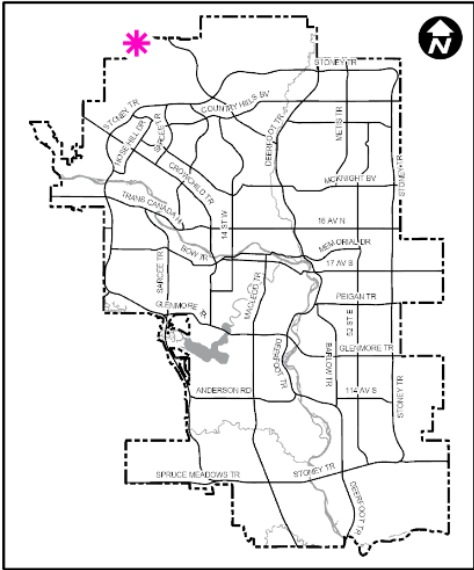
Infrastructure and Planning Committee | 2025 April 02

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to continue working with the applicant on the planning for future stages of capital infrastructure, including optimal timing of funding and delivery, to ensure the ability of continuity of growth in the Glacier Ridge Area Structure Plan; and
2. Direct Administration not to consider the capital infrastructure and operating investments needed to enable this Growth Application (GA2024-002) in the prioritization of investments for the 2025 November Adjustments.



Growth Application Context Map



Area Structure Plan:
Glacier Ridge

Community:
02K (Glacier Ridge Community A)

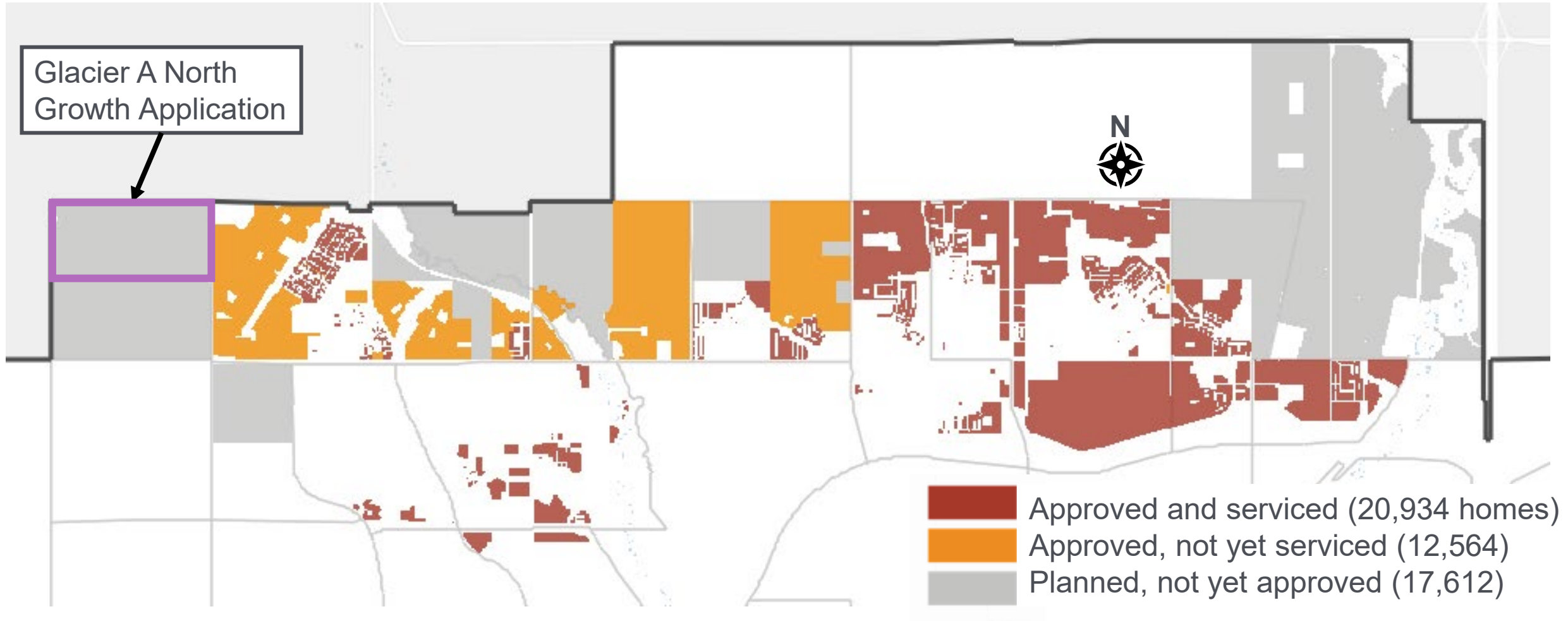
Gross Developable Hectares:
±130ha

Proposed New Homes:
±2,544 Homes

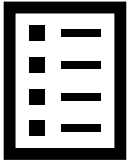
Proposed Commercial:
±6,503 m²



North Sector Land Supply Overview

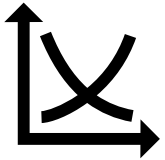


This proposal would add approximately 2,544 homes



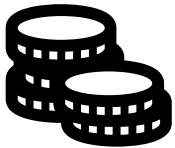
1. Municipal Development Plan Alignment

- a) Not favourably located to services, amenities and facilities
- b) Contiguous with Glacier Ridge community to the east. No existing development directly south.



2. Market Demand (as of May 2024)

- a) North sector currently has ten new communities at various stages of development
- b) Six to eight years of approved and serviced land and additional four to five years of approved but not yet serviced land remaining



3. Financial Impact (if the Growth Application is to be considered)

- a) Unfavourable in years 3-10 in the New Community Operating Cost Model review
- b) Current budget cycle 2026:
 - i. No capital investment
 - ii. No base operating investment
- c) Future budget cycles 2027+ requires:
 - i. \$22.1M capital investment for an Emergency Response Station; \$22.5M additional capital investment for full build out
 - ii. \$5.93M annual base tax-supported operating investment after final build out

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to continue working with the applicant on the planning for future stages of capital infrastructure, including optimal timing of funding and delivery, to ensure the ability of continuity of growth in the Glacier Ridge Area Structure Plan; and
2. Direct Administration not to consider the capital infrastructure and operating investments needed to enable this Growth Application (GA2024-002) in the prioritization of investments for the 2025 November Adjustments.

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 April 02**

**ISC: UNRESTRICTED
IP2025-0334**

Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-008

PURPOSE

The purpose of this report is to recommend that operating investments for a portion of the Growth Application within Community C of the Glacier Ridge Area Structure Plan (“Esfer Valley & the Woodlands”) be considered for funding through the 2025 November Adjustments to the 2023-2026 Service Plans and Budgets. This portion is referred to in this report as the “East portion” and can be viewed in Map 2 in Attachment 2.

This report also recommends that the remaining lands (referred to in this report as the “remaining lands” and viewable in Map 3 in Attachment 2) of the Growth Application not be considered for funding through the 2025 November Adjustments to the 2023-2026 Service Plans and Budgets.

PREVIOUS COUNCIL DIRECTION

On 2023 July 26, Council endorsed a redesigned approach for how The City evaluates and enables growth opportunities to ensure that new community growth happens in the right place at the right time (IP2023-0559). This process was implemented starting 2023 August 1 (see Attachment 1).

RECOMMENDATION(S):

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating investments, if any, needed to enable the East portion (Attachment 2, Map 2) of this Growth Application (GA2024-008) in the prioritization of investments for the 2025 November Adjustments;
2. Direct Administration to consider future capital and operating investments (2027+), as required, for the East portion (Attachment 2, Map 2) of this Growth Application (GA2024-008) in the prioritization of investments in future Service Plans and Budgets; and
3. Direct Administration to continue working with the applicant on the planning for future stages of capital infrastructure for the remaining lands (Attachment 2, Map 3) in the Growth Application (GA2024-008), including optimal timing of funding and delivery, to ensure the ability for continuity of growth in the Glacier Ridge Area Structure Plan.

GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The City is committed to enabling growth in the right places at the right times. This advances environmental sustainability, financial responsibility and, critically, a high-quality of life for Calgarians.

HIGHLIGHTS

- Administration recommends that it is the right time for the operating investments required by the East portion (Attachment 2, Map 2) of this Growth Application to be considered in The City’s Service Plans and Budgets process to help support the growing demand for housing.

Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-008

- The East portion does not require capital to initiate development but will require \$101.2M for continued growth. This portion enables ±700 homes in the North sector.
- The remaining lands require mobility capital investment of \$41M and therefore were not considered for interim capacity from Stage 1 of the North Calgary Water Servicing project. This capacity has been prioritized for lands that only require operating costs in order to enable housing quickly. The remaining lands will also require an additional \$101.2M capital for continued growth, for a total investment of \$142.2M.
- This Growth Application would continue development from areas to the east and south. It is favourably located relative to the Sage Hill transit hub, and unfavourably located relative to retail and commercial amenities, schools, recreation centres, and libraries.
- Capital investment to enable growth on the remaining lands (Attachment 2, Map 2) would be better timed to align with the anticipated 2029 completion of the North Calgary Water Servicing Project. The remaining lands represent a further ±1,370 homes.

DISCUSSION

Evaluation Overview

Within a context of strategic and sustainable growth, investment in new communities continues to play an important role in supporting The City's long-term vision and objectives on housing.

Guidance for how Growth Applications are evaluated against criteria is set out in section 5.2.2 of the Municipal Development Plan and section 4.3 of the New Community Planning Guidebook. The criteria focus on evaluating to what extent these applications align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, and are financially positive for The City and the local economy.

Growth Application Evaluation

This subject site is contiguous with the community of Ambleridge. The application was received 2024 November 29 and evaluated by a cross corporate team according to the criteria published at www.calgary.ca/growthapplication. This evaluation is summarized below and in Attachment 2.

Municipal Development Plan/Calgary Transportation Plan Alignment

- Contiguous with ongoing development in Ambleridge to the east.
- Favourably located relative to the Sage Hill transit hub, and unfavourably located relative to retail and commercial amenities, schools, recreation centres, and libraries.

Market Demand

- The North sector currently includes ten new communities at various stages of development.
- The *Suburban Residential Growth* Report indicates that as of 2024 May, the North sector has six to eight years of serviced land and four to five years of approved but not yet serviced land. See Attachment 3 for more information. With growth accelerating to record levels in Calgary, land supply has diminished, and in 2024 November Council approved capacity for an additional 2,400 homes in the North sector.

Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-008

Financial Impact

- The innovative approach of splitting this application into portions (Attachment 2, Map 1) allows for lands that do not require capital investment (the East portion) to move forward quickly. Proceeding with the Growth Application as a whole would have resulted in capital investment requirements and the application not being recommended for budget consideration.
- Operating impact is favourable for both the East portion and the total Growth Application when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs through the New Community Incremental Operating Cost Model (IP2023-0981).
- The total Growth Application requires additional investment in unfunded capital infrastructure, while also leveraging existing and/or funded infrastructure in the area. See the Service and Financial Implications section of this report and Attachment 2 for more information.

In conclusion, the East portion represents an operating cost only approach that is a logical continuation of adjacent development and well positioned to take advantage of interim capacity from the North Calgary Water Servicing project in 2027, for an area that is currently distant from existing amenities. Proceeding with the entire Growth Application area would trigger \$41.0M in capital investment to fund the Mountain View Road Realignment and Bridge. For these reasons this capital request is best considered along the timelines associated with delivery of the North Calgary Water Servicing project.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|---|--|
| <input type="checkbox"/> Public engagement was undertaken | <input type="checkbox"/> Dialogue with interested parties was undertaken |
| <input checked="" type="checkbox"/> Public/interested parties were informed | <input type="checkbox"/> Public communication or engagement was not required |

As new communities are planned and designed, public engagement opportunities occur at the Area Structure Plan and Outline Plan/Land Use Amendment stages. These steps inform the Growth Application review. The Service Plans and Budgets process includes public engagement opportunities. Any member of the public is also able to speak on individual Growth Applications at both the Infrastructure and Planning Committee and as part of the public hearing that is held on the broader annual budget adjustments in November.

Administration uses www.calgary.ca/growthapplication to share information about this and other Growth Applications. An applicants submission (Attachment 4) is also provided.

IMPLICATIONS

Social

The City supports market housing needs through investing in a balanced supply of serviced land in new community areas. This can increase housing choice and affordability, and if well located, increase access to public and private amenities.

Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-008

This Growth Application is not favourably located relative to activity centres and employment areas, with the nearest both being greater than three kilometres away. It is favourably located to transit access as it is within four kilometres of the Sage Hill Transit Terminal and the East portion will benefit from transit services in the adjacent developing community of Ambleridge.

Environmental

Generally, new community growth involves greater greenhouse gas emissions relative to redevelopment in established areas (particularly with respect to mobility), increases climate risk and removes natural assets. Climate resilience considerations are best considered through policy and planning approvals from Outline Plan to Development and Building Permit stages. City development standards and design guidelines can have significant carbon reduction and resilience benefits when applied universally to all development through these processes.

In the near term, the location of this Growth Application will likely result in it being a vehicle dependent community, increasing greenhouse gas emissions. Over the longer term, strategic opportunities exist to encourage more compact, mixed-use and complete communities, and to extend transit service and enable housing forms that are more sustainable or take advantage of more efficient building materials and appliances.

Economic

Enabling private housing development creates jobs, boosts economic activity, and can support housing affordability. This is an important part of Calgary's comparative advantage relative to other cities. New communities trigger significant economic activity both in the course of development and throughout their lifespan.

Service and Financial Implications

New operating funding request

Based on the recommendation for the "East portion" (recommended), while operating costs for this Growth Application may be zero in the final year of the current budget cycle, it is important to highlight that the long-term investment commitment to this area should be considered in future cycles, as required. Base tax-supported operating investments of \$0.01M will be required in 2027 and will require base tax-supported operating investment of \$0.34M by the final build out year in the future budget cycles (Attachment 2) for the East portion of the application based on the analysis done using the New Community Incremental Operating Cost Model (IP2023-0981). Should this Growth Application proceed, required operating funding will be requested at the appropriate time by the impacted services (Attachment 2, Table 4).

For the Full Growth Application (not recommended), base tax-supported operating investments of \$0.35M will be required in 2027 and will require base tax-supported operating investment of \$1.11M by the final build out year in the future budget cycles (Attachment 2) based on the analysis done using the New Community Incremental Operating Cost Model (IP2023-0981). Should this Growth Application proceed, required operating funding will be requested at the appropriate time by the impacted services (Attachment 2, Table 4).

The City budgets for additional revenues from redevelopment and new development, meaning the estimate of property taxes used in the model is not implied to be additional unbudgeted tax

Growth Application in the Glacier Ridge Area Structure Plan (Ward 2), GA2024-008

revenue. Rather, this indicates how much property tax could be generated by the anticipated homes in the Growth Application (at current tax rates).

Other: Capital Investments

The East portion (recommended) of the Growth Application requires no capital infrastructure investment (Attachment 2). Additional investments of \$101.2M will be required to support the full build out of the Growth Application or to support continued growth in the area and will be brought forward in future Service Plans and Budgets (Attachment 2, Table 4).

The Full Growth Application (not recommended) will initially require \$41M in unfunded capital infrastructure investment (Attachment 2), and \$101.2M in future investments to support the full build out of the Growth Application or to support continued growth in the area. Approximately ±\$20.87M of the initial \$41M investment is eligible to be funded through Off-site Levies, with the remainder to be funded through other City funding sources which have not yet been identified.

RISK

New community growth is a long-term commitment that presents several risks which are discussed in further detail in Attachment 5.

ATTACHMENT(S)

1. Background and Previous Council Direction
2. Application Overview
3. Overview of New Community Land Supply
4. Applicant Submission
5. Risk Analysis for Growth Applications
6. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
D Hamilton	Planning and Development Services	Approve
L Tochor	Corporate Planning and Financial Services	Consult
M Thompson	Infrastructure Services	Consult
D Morgan	Operational Services	Consult
K Black	Community Services	Inform

Author: G Rathwell, City and Regional Planning

Background and Previous Council Direction

This attachment provides a summary of the background and previous Council direction related to the proposed Growth Application considered in this report, as well as new community growth decision-making in general.

Background

Growth Applications serve as the mechanism for evaluating new community growth opportunities in Calgary. The Growth Application process was endorsed by Council in 2023 July ([IP2023-0559](#)), and involves assessment of alignment with City policy and proximity to amenities and services, market conditions and land supply, and financial impacts.

Growth Applications are a responsive application-based model, with final decisions made through the annual Service Plans and Budgets process. Semi-annual briefing notes on Growth Application activity are also provided to Infrastructure and Planning Committee.

Previous Council Direction

A comprehensive summary of previous reports related to this work is listed below.

DATE	REPORT NUMBER	DIRECTION / DESCRIPTION
2025 February 25	IP2025- 0055	<p>Growth Applications Lessons Learned</p> <p>Update on continuous improvement to the Growth Application process. Council approved an amended direction to have Administration bring an update back on approval timing for operating cost only Growth Applications:</p> <p><i>“Direct Administration to provide an update to the Infrastructure and Planning Committee on fundamental change 2C referenced in Attachment 3 by end of Q2 2025.”</i></p>
2025 January 8	IP2025- 0054	<p>Citywide Growth Strategy: Semi-Annual Update on Growth Applications</p> <p>Update on the status of active and recently approved Growth Applications.</p>
2024 November 5	C2024- 1907	<p>Mid-Cycle Adjustments to the 2023-2026 Service Plans and Budgets</p> <p>Council approved operating and capital investments for four Growth Applications and confirmed funding of the North Calgary Water Servicing Project.</p>
2024 June 12	IP2024- 0718	<p>Citywide Growth Strategy: Semi-Annual Update on Growth Applications</p> <p>Update on the status of active and recently approved Growth Applications.</p>

2023 October 17	IP2023-0924	<p>Citywide Growth Strategy: Growth Applications Fee Adjustment</p> <p>Council approved an adjustment to Growth Application fees. The adjustment applies a prorated fee based on area for smaller applications (up to 16 hectares).</p>
2023 July 25	IP2023-0559	<p>Citywide Growth Strategy: New Approach to Growth Applications</p> <p>Council approved the redesigned Growth Applications system, which introduced changes and improvements to the approach for strategically evaluating new community growth. As of 2023 August 1 an applicant can apply at any time, but final decisions will be made through the Service Plans and Budgets process in November of each year.</p> <p>As part of this report, all Growth Management Overlays in relevant Area Structure Plans were removed from the plans via bylaw amendment, and the Growth Application process was added via bylaw amendment to the New Community Planning Guidebook.</p>
2022 September 20	C2022-1057	<p>Motions Arising on IP2022-0545 Citywide Growth Strategy</p> <p>Council provided direction on how to proceed with redesigning the New Community Business Case process.</p>
2022 July 26	IP2022-0545	<p>Citywide Growth Strategy in the 2023-2026 Service Plans and Budget Cycle</p> <p>This report provided Council with recommendations of growth-enabling investments and new community growth areas ahead of the 2023 – 2026 Service Plan and Budget process. Eight new community business cases were recommended for consideration at budget time, all eight were subsequently approved.</p>

Bylaws, Regulations, Council Policies

Growth decisions and authorities are governed by the following policies and regulations.

Municipal Development Plan, 2020

In accordance with the Municipal Government Act, Calgary’s Municipal Development Plan provides the long-term strategic framework for growth and development to achieve the following seven goals: Compact Urban Form, Urban Design Excellence, Greening the City, Great Communities, Connected City, Prosperous Economy, and Strategic Growth.

Section 5 of the Municipal Development Plan provides direction on strategic growth to achieve the best possible social, environmental, and economic outcomes. Section 4.3 of the New Community Planning Guidebook (Volume 2, Part 1 of the Municipal Development Plan) contains policy guidance on the development, design, and implementation of new communities, including policies that set out the applicability and evaluation considerations for Growth Applications.

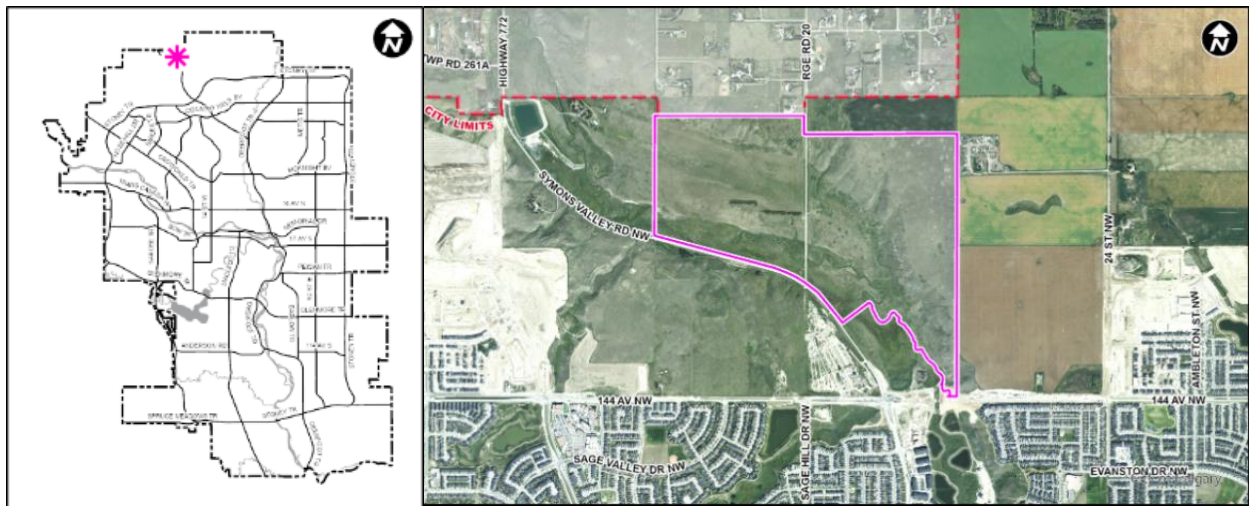
Application Overview

GA2024-008: Glacier C (Esfer Valley & the Woodlands)

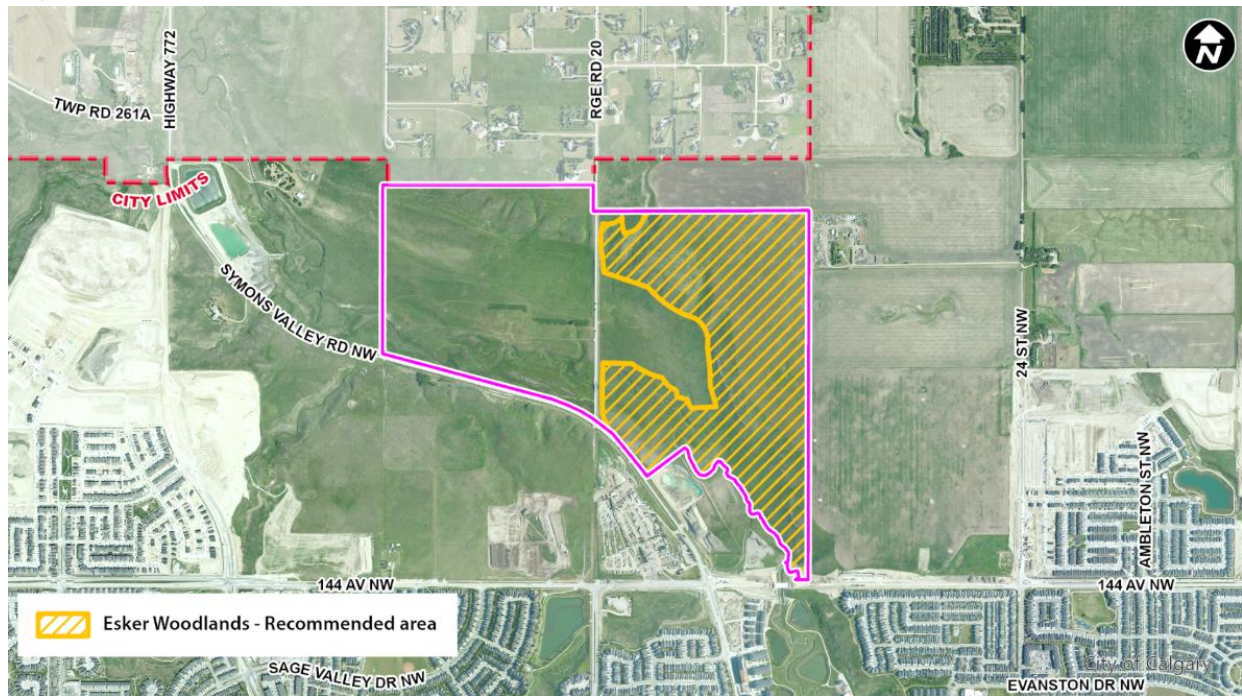
This attachment summarizes information about this Growth Application and its evaluation according to defined criteria outlined at www.calgary.ca/growthapplication.

This Growth Application (shown as a whole in Map 1) has two portions, the East portion (shown on Map 2) and the Remaining Lands (shown on Map 3). The approach of splitting this application into multiple portions allows for lands that do not require capital investment (the East portion) to be recommended for operating budget consideration. Proceeding with the Growth Application as a whole (Map 1) would have resulted in capital investment requirements and the application not being recommended for budget consideration.

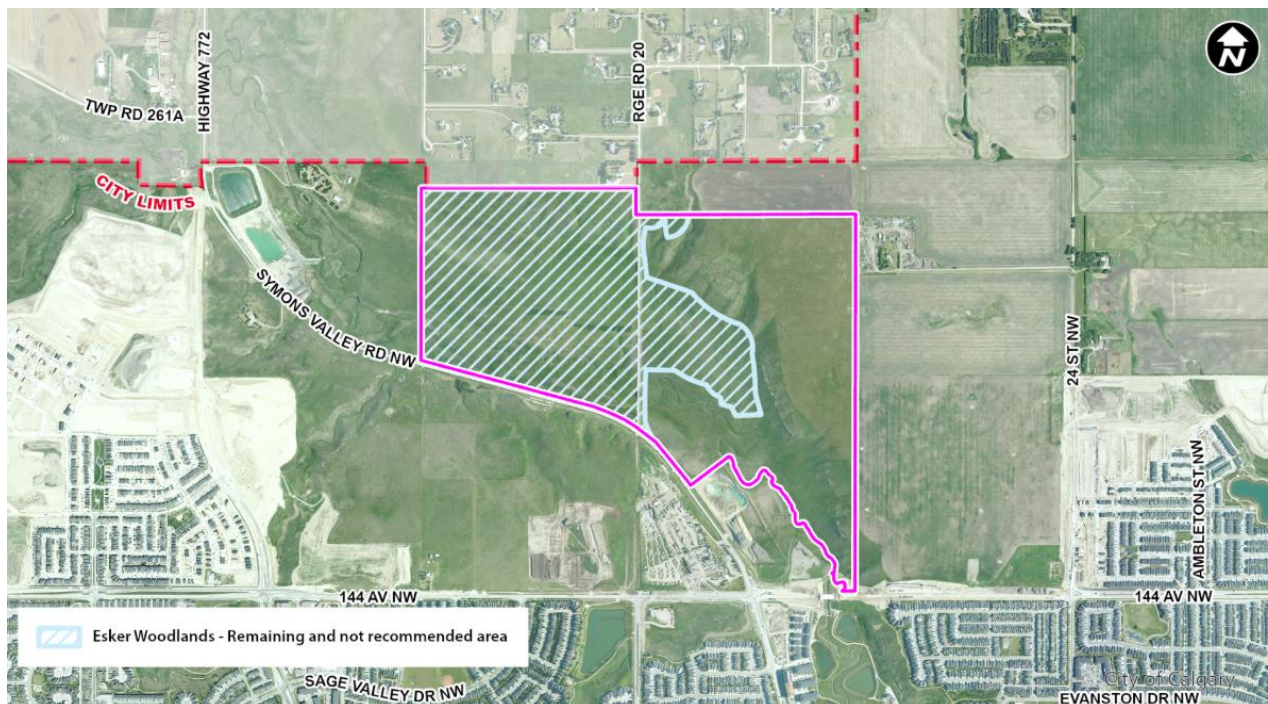
Map 1: Glacier C (Esfer Valley & the Woodlands) Full Growth Application



Map 2: East Portion



Map 3: Remaining Lands



Growth Application At-a-Glance

Area Structure Plan: Glacier Ridge

Community: Community C of Glacier Ridge Area Structure Plan

Gross Developable Hectares: ±146

East Portion Hectares: ±69

Proposed Homes in East Portion: ±665 Single/Semi homes, ±35 Multi-Residential homes

Proposed Homes in Remaining Lands: ±848 Single/Semi homes, ±522 Multi-Residential homes

Commercial or Retail: East portion no commercial, remaining lands propose ±3,650m²

Municipal Development Plan/Calgary Transportation Plan Alignment:

- The Growth Application (Map 1) is contiguous with adjacent development of Ambleridge, and ongoing developments in the Glacier Ridge Area Structure Plan.
- It is favourably located within four kilometres of the Sage Hill transit hub but unfavourable proximity to commercial centres, employment areas and public amenities based on evaluation criteria.

Market Demand (North Sector as of May 2024)

- North Sector has ten actively developing communities, six to eight years of serviced land and four to five years of approved – not yet serviced land (lands approved by Council with funding for capital investments, but not constructed), as of 2024 May. These amounts do not yet reflect the land supply increase from Growth Applications approved in 2024 November.

Financial Impact

- The East portion (Map 2) that is being recommended does not require capital to enable but will require \$101.1M for continued growth. The remaining land (Map 3) will require additional \$41M to enable the development. A total capital investment of \$142.1M will be required if the entire area (Map 1) is to be recommended.
- The entire Growth Application (Map 1) has a favourable result (direct costs compared to direct revenues) from the New Community Incremental Operating Cost Model.

Evaluation Criteria Introduction

Municipal Development Plan/Calgary Transportation Plan Alignment

Guidance for how Growth Applications are evaluated against criteria is set out in section 5.2.2 of the Municipal Development Plan and section 4.3 of the New Community Planning Guidebook. The criteria focus on evaluating to what extent these applications align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, and are financially positive for The City and the local economy.

Market Demand

The City strives to maintain a healthy supply of land for housing, as set out in section 5.2.3 of the Municipal Development Plan. As of 2024 May, there are 41 new communities in active development, with serviced land that can accommodate 82,423 homes, for seven to nine years of supply. In approved but not yet serviced lands where Council has committed to funding future infrastructure but the services are not yet in place, a further 37,905 homes can be accommodated, for an additional three to four years of supply.

For more information, please consult the [Suburban Residential Growth](#) report and Attachment 3. These numbers are as of May 2024 and do not include the 2024 November Growth Application approvals. The City acknowledges that supply varies through the development continuum and unforeseen external factors may affect land supply.

Financial Impact

The criteria under Financial Impact evaluates the impact on The City's financial position by analyzing the anticipated costs (capital and operating) of the development proposed in the Growth Application, as well as the direct revenues (property tax, franchise fees, transit). The Financial Impact is isolated to the Growth Application being considered and does not reflect citywide growth.

While some infrastructure may be required initially to enable development to start, there is also additional infrastructure that will be needed as the community completes. New communities previously approved by Council that are not yet serviced still require significant City investment in infrastructure. Expansion in City infrastructure creates future financial obligations such as maintenance and renewal over its lifecycle.

Table 1 – Growth Application Criteria Evaluation Summary

Criteria Category	Result	Administration Comments
Policy Alignment	Favourable	<ul style="list-style-type: none"> • Contiguous with adjacent development of Ambleridge and ongoing development in Community C of the Glacier Ridge Area Structure Plan. • Amenities and services (including retail, Our Lady of the Evergreens and Dr Freda Miller schools, and the Shawnessy transit hub (LRT station), Recreation Centre, and Library) are located on the east side of Stoney Trail SW and range from 4.5 to 9.5km distant, which is unfavourable relative to the evaluation criteria for Growth Applications, which seeks a 3-5 kilometre range. • Favourably located to Sage Hill Transit Terminal but at present unfavourable located to commercial centres, employment areas, services and amenities based on the evaluation criteria.
Market Demand	Favourable	<ul style="list-style-type: none"> • As of May 2024, the North sector has: <ul style="list-style-type: none"> ○ Six to eight years of approved and serviced land (single/semi-detached and multi-residential); and ○ Four to five years of approved but not yet serviced land (single/semi-detached and multi-residential).
Financial Impact	Moderate as a whole application but favourable as a portion	<p>Capital Costs (Table 2 below)</p> <ul style="list-style-type: none"> • The East portion (Map 2) does not require capital investment and so is eligible for interim Stage water servicing. • Due to capital investments required for the remaining lands (Map 3), does not meet the criteria to be eligible for interim capacity from Stage 1 of the North Calgary Water Servicing project. • Build out of the entire Growth Application (Map 1) is dependent on the North Calgary Water Servicing project (funding pre-approved in Mid-Cycle adjustment to the 2023-2026 Service Plans and Budgets).
	Favourable	<p>Operating Costs (Table 3 below)</p> <ul style="list-style-type: none"> • Favourable when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs for the proposed Growth

		Application area (for both the East Portion and Remaining Lands).
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Table 2 – Capital Infrastructure Benefitting the Growth Application

Capital Investment	Total Estimated Cost (\$M) ^[1]	Funded in 2023-2026 Budget (\$M)	Funded in 2027-2030 Budget (\$M)	Unfunded Required to Complete (\$M)	Included in Off-site Levies Bylaw (Y/N)	Levy Eligible - % ^[2]
North Calgary Water Servicing (NCWS) Project	311.6	116.6	195.0	-	Y	22%
Mountain View Pump Station Upgrades	3.1	3.1	-	-	Y	43%
Nose Creek Sanitary Trunk Upgrades	33.5	33.5	-	-	Y	43%
Inglewood Sanitary Trunk Upgrades Phase 2	33.2	33.2	-	-	Y	21%
Northridge Feedermain Phase 2 (a portion of)	9.8	-	-	9.8	N	83%
Northridge Feedermain Phase 2 (remaining portions)	23.5	-	-	23.5	N	83%
Northridge Reservoir & Land	25.0	-	-	25.0	Y	83%
Northridge Feedermain West Leg	20.8	-	-	20.8	Y	83%
Mountain View Rd Realignment & Bridge ^[3]	41.0	-	-	41.0	Y	51%
Glacier Ridge Emergency Response Station	22.1	-	-	22.1	Y	100%
Initial Investment Required to Enable the East Portion of this Growth Application	-	-	-	-		
Total Required for Full Build Out	523.6	186.4	195.0	142.2		

^[1] - These are total project costs, as of March 2025 that are required to complete the project and will need to be fully funded in the future. They are subject to change due to unforeseen circumstances.

^[2] - Infrastructure listed under both 1H2024 and 2M2016 bylaws may use remaining 2M2016 funds towards the portion of capital cost not levied for under the 1H2024 bylaw. As a result, OSL eligibility for these infrastructures may be up to 100%.

^[3] - The table above reflects capital needs for only the East portion of this growth application. The full growth application will require the Mountain View Rd Realignment & Bridge as an initial enabling investment.

Table 2 General Notes:

- Table 2 includes all capital investments related to the full build out of the Growth Application (Note that the East portion does not require capital investment to proceed). Rows shaded in blue identify unfunded investments that are needed upfront to enable development in the Growth Application. Unshaded rows identify investments that are already funded or are required to support the full build out of the Growth Application but will be triggered and brought forward in future budget cycles. Investments will provide benefit areas beyond the specific Growth Application and are not solely required by the Growth Application.
- The total anticipated capital costs required to service this Growth Application reflected in this report and attachments are estimates only and are subject to change. The level of accuracy of project costs related to infrastructure delivery evolve throughout the stages of a project as design progresses, as construction methodologies are confirmed and as procurement strategies are developed. Infrastructure pricing is also influenced by availability of materials and contractors, and market

demand.

- Administration has endeavoured to reflect the most current anticipated capital costs at the time of preparation of this report. As some of the infrastructure projects are still in conceptual and early planning stages, there is a high degree of variability. As costs are documented at a given point in time, they may also not align with infrastructure costs that are published in the Off-site Levies Annual Report, as these two sources are developed at different timeframes.

Table 3 – New Community Incremental Operating Cost Model Summary (\$000s)

Partial Build out Recommended (East Portion)

	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Total Revenue	721	1,308	1,902	1,902	1,914	1,916	1,917	1,919	1,920	1,921	1,922	1,970	1,970	1,970	1,970
Less: Total Operating Costs	(133)	(163)	(247)	(256)	(290)	(294)	(300)	(304)	(307)	(309)	(313)	(449)	(449)	(449)	(449)
Net Balance	588	1,145	1,655	1,646	1,624	1,621	1,618	1,615	1,613	1,611	1,609	1,521	1,521	1,521	1,521

Full growth submitted by the applicant Not Recommended

	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Total Revenue	720	1,739	2,420	2,888	3,338	4,148	4,643	5,136	5,409	5,540	5,762	5,766	5,758	5,758	5,758
Less: Total Operating Costs	(359)	(964)	(1,008)	(858)	(881)	(1,020)	(1,054)	(1,155)	(1,196)	(1,223)	(1,324)	(1,342)	(1,318)	(1,318)	(1,318)
Net Balance	361	775	1,412	2,029	2,457	3,127	3,589	3,981	4,213	4,318	4,438	4,424	4,440	4,440	4,440

Table 3 General Notes:

- Total revenue reflects the estimated City portion of property taxes, franchise fee and transit revenues to be generated by the Growth Application area only, at prevailing tax rates, and is not implied to be additional unbudgeted tax revenue. Total operating costs reflect estimated incremental direct and indirect service level operating costs within the Growth Application area only, including Transit and Fire, and does not consider total citywide operating costs, operating costs of capital (lifecycle and maintenance), nor costs beyond the 15-year timeframe. This analysis is on a standalone basis and does not consider that anticipated citywide growth could shift to this area from others or vice versa (i.e., the growth cannot be assumed to necessarily be net new to Calgary).

Table 4 - Investments Required

4A Partial Build out - East Portion (Recommended)

	Current Service Plans and Budget 2026 (\$M)		Future Service Plans and Budgets 2027+ (\$M)	
	Approved	Requires Approval	Approved	Requires Approval
15 years Incremental Operating Investment	-	-	-	3.76
Capital Investment - City Funded	-	-	-	-
Capital Investment - Off-site Levy Funded	-	-	-	22.10
Capital Investment - Utility Funded ¹	186.40	-	195.00	79.10
Total Capital Investment	186.40	-	195.00	101.20
Total Investment	186.40	-	195.00	104.96

[1] - These investments will be funded by self-supported debt to be repaid through off-site levies and/or user fees

Table 4A General Notes:

- If the partial “East portion” of the Growth Application is approved, it leverages previously funded capital investments of \$186.40M to enable development.
- Due to infrastructure and development timing, this Growth Application is not expected to require any base tax-supported operating investments in 2026.
- Administration is seeking direction to consider committing to operating cost investments in 2025 to continue progress towards housing. In 2027, base tax-supported operating investments of \$0.01M will be required starting and will require a total annual base operating investment of \$0.34M by the final build out year through future budget cycles.
- Additional operating and capital investments of approximately \$104.96M will be required to support the full build out of the Growth Application or to support continued growth in the Glacier Ridge Area Structure Plan and it will be brought forward in future Service Plans and Budgets.

4B Full Build out (Not Recommended)

	2026 (\$M)		2027+ (\$M)	
	Approved	Requires Approval	Approved	Requires Approval
15 years Incremental Operating Investment	-	-	-	13.80
Capital Investment - City Funded	-	20.13	-	-
Capital Investment - Off-site Levy Funded	-	20.87	-	22.10
Capital Investment - Utility Funded ¹	186.40	-	195.00	79.10
Total Capital Investment	186.40	41.00	195.00	101.20
Total Investment	186.40	41.00	195.00	115.00

[1] - These investments will be funded by self-supported debt to be repaid through off-site levies and/or user fees

Table 4 General Notes:

- This Growth Application benefits from \$186.40M in funded capital investments in the current service plan and budget.
- If this growth application were to be considered, \$41M in unfunded capital investments would need to be considered in prioritization.
- If this Growth Application were to be considered, a base tax-supported operating investments of \$0.35M will be required starting in 2027 and will require a total annual base operating investment of \$1.11M by the final build out year through future budget cycles.
- Additional operating and capital investments of approximately \$156.00M will be required to support the full build out of the Growth Application or to support continued growth in the Glacier Ridge Area Structure Plan and it will be brought forward in future Service Plans and Budgets.

Overview of New Community Land Supply

Growth Applications are an important step in enabling new community housing supply. Approval of a Growth Application has the effect of moving the subject lands from “planned” to “approved - not yet serviced”. Once the capital infrastructure is delivered and available to development, the lands would move from “approved – not yet serviced” to “approved – serviced”. In cases where no City capital infrastructure is required, it is possible to move directly to “approved – serviced”.

Administration’s evaluation of Growth Applications considers the citywide and sector land supply as a factor in the timing of investments. The City will consider if the citywide level of serviced land supply is low (<3 years), in target range (3-5 years), above target (5-7 years), or high (>7 years).

The two charts that follow show the impact on land supply of moving forward with **the East Portion only of the Glacier C (Esker Valley & the Woodlands) Growth Application**, both in the North Sector and citywide.

Figure 1: Glacier C (Esker Valley & the Woodlands) and North Sector Land Supply

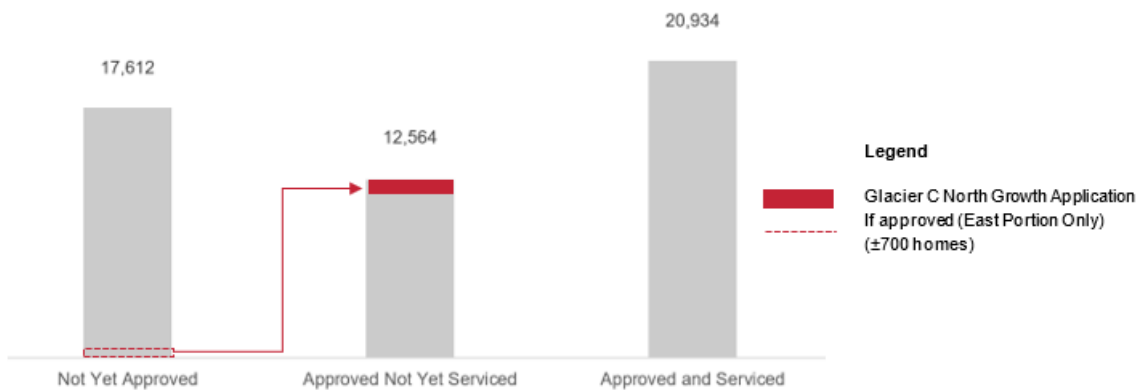
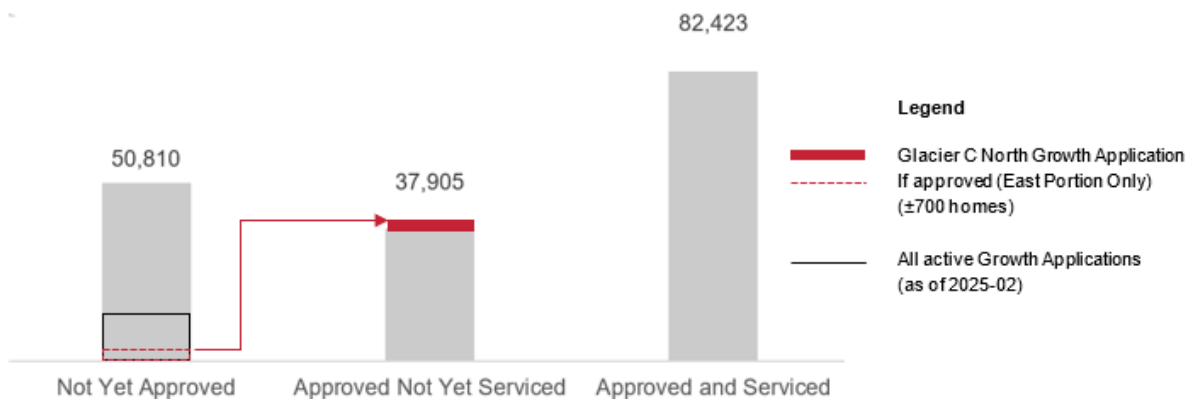
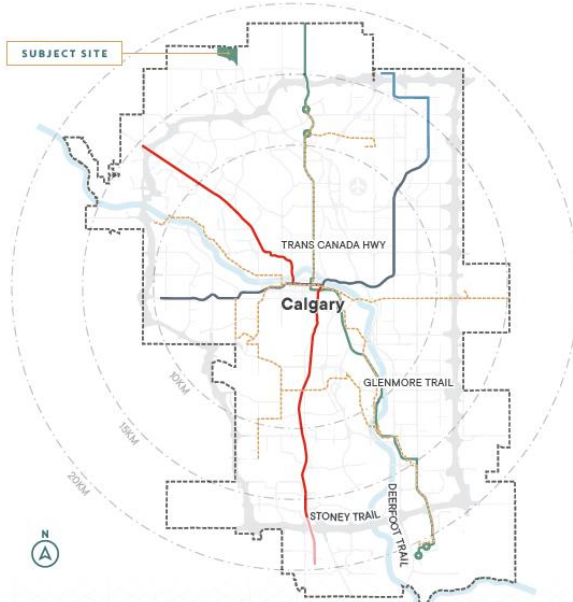


Figure 2: Glacier C (Esker Valley & the Woodlands) and Citywide Land Supply



Applicant Submission



The Outline Planning process is underway with two committed developer groups seeking a unified vision for the subject lands.

This Growth Application aligns with the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP), is financially viable, and implements key open space connections to the benefit of surrounding communities. These two future neighbourhoods are contiguous to the currently developed neighbourhoods of Sage Hill, Evanston, and Nolan Hill, as well as two active Growth Application areas directly east.

146 ha
Gross Area

107 ha
Developable Area

39,000 sq.Ft
Commerical Space

1,500+ Units
Low Density Residential

550+ Units
Multi-Family Residential

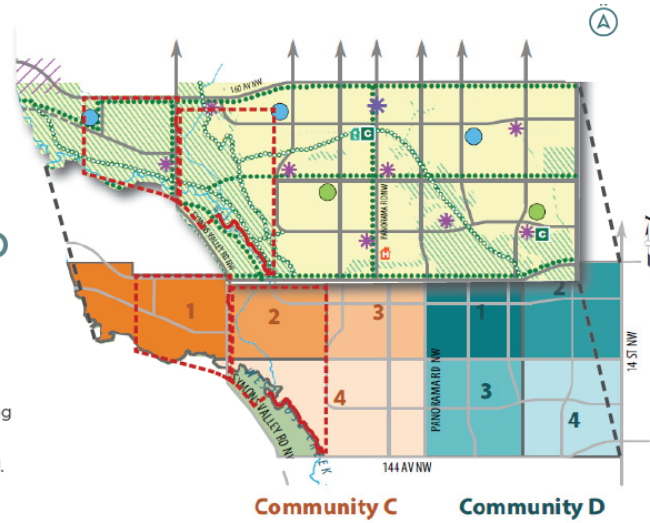
4,896
Future Residents



Growth Context

Esker Valley and The Woodlands propose to initiate development of Community C, as envisioned by the Glacier Ridge Area Structure Plan. Previous approvals in Ambleridge (Qualico) and Cabana (Brookfield) create a continuity of development along 144 Avenue NW, which is a key east-west transportation Corridor.

The Glacier Ridge ASP area has seen strong and steady growth with 2 developing communities and 3 active Growth Applications. This project is critical in maintaining that momentum to ensure product delivery keeps up with demand. Development of these lands will provide a variety of housing opportunities, a school, Neighbourhood Activity Centre, and natural open space connection.

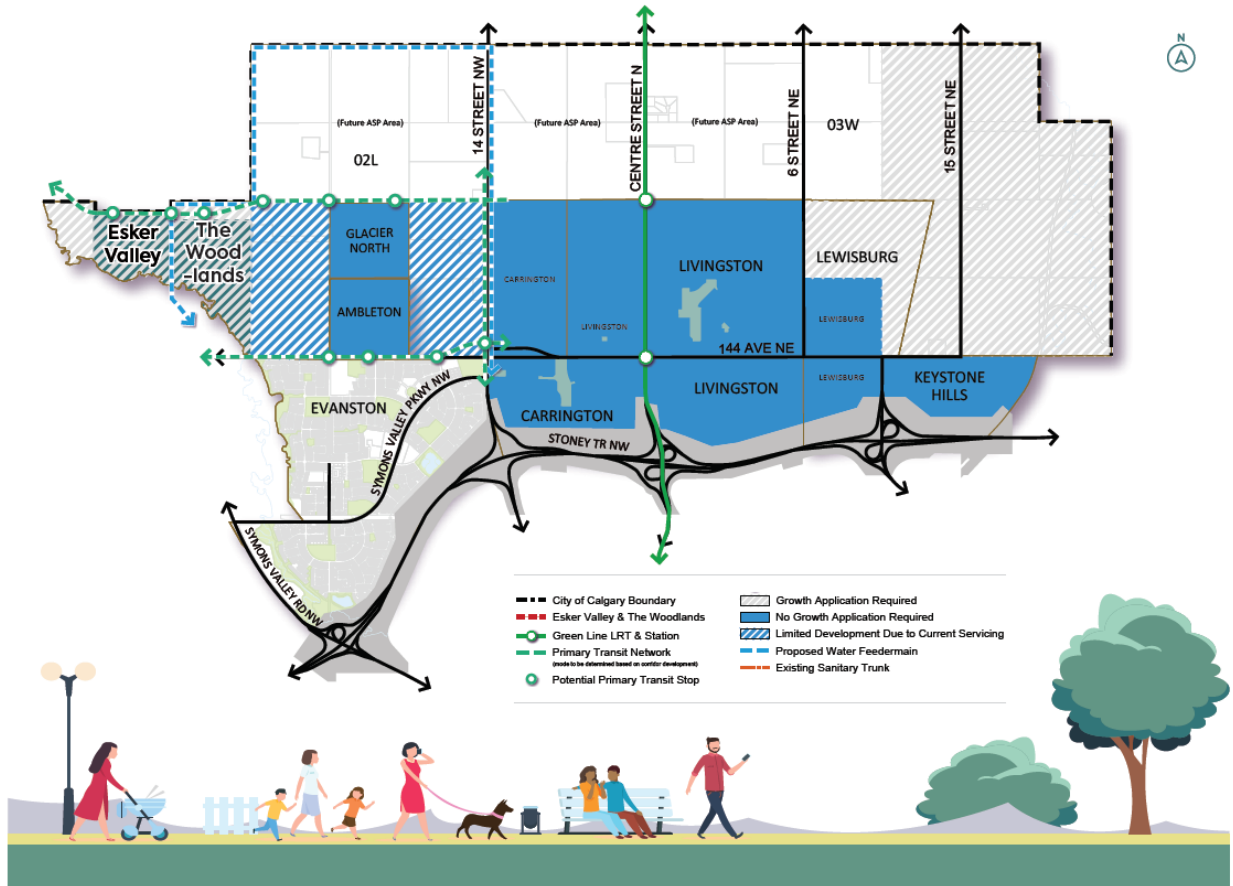


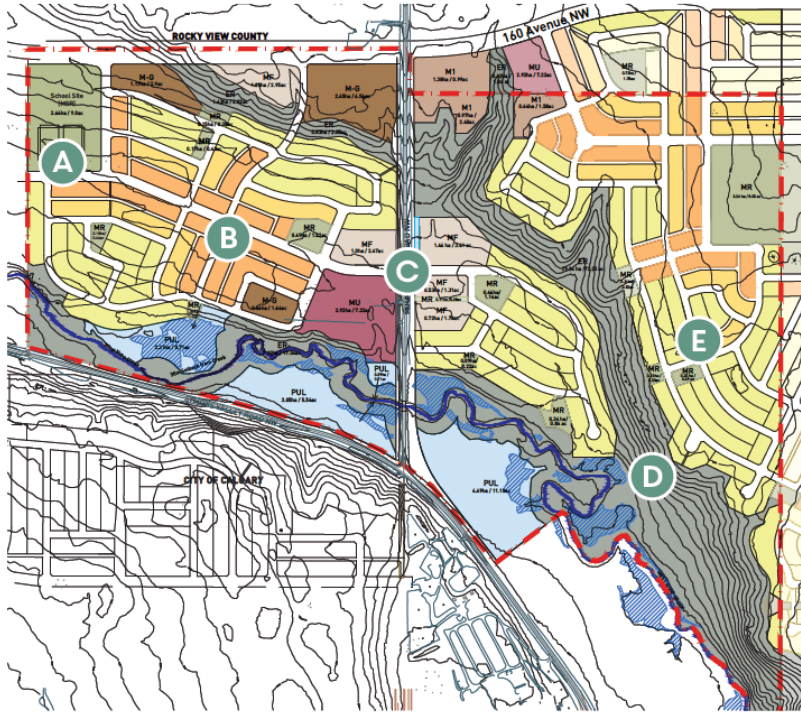
Anticipated Development Timeline

Shane Communities and Ronmor have initiated the Outline Planning process and are committed to deliver supply in the north sector.

- Q1 2025**
 Submit Outline Plan and Land Use Application
- Q4 2025**
 Outline Plan and Land Use Approval
- Q1 2026**
 Phase 01 Subdivision
- Q2-Q3 2026**
 Site Grading and Phase 1 Construction
- Q4 2026**
 Building Permits







- A** A future Joint Use School Site as contemplated by the Glacier Ridge ASP.
- B** Laned housing product along collector roads to limit driveway/traffic conflicts and create a pedestrian oriented environment along key corridors.
- C** A central Neighbourhood Activity Centre (NAC) oriented along the shared access road consisting of mixed-use and multi-family development.
- D** Integration of significant environmental corridors as defining features contributing to the overall community identity.
- E** A modified grid street network adjusted to respond to topography and environmental influences.

Esker Valley and The Woodlands will champion preservation and incorporation of green infrastructure, developing in harmony with the West Nose Creek environmental area.



Risks Analysis for Growth Applications

This attachment summarizes the risks associated with approving, or not approving, Growth Applications. Application-specific risks are highlighted, when necessary, in the cover report.

Risks of Not Approving Growth Applications

Erosion of Affordability

If supply (via City investment into serviced land) is insufficient relative to demand, housing prices can rise and affordability is eroded. The Growth Application process includes consideration of serviced land supply to inform recommendations for new community development, aiming for a balance between too much and too little supply. That said, there are many factors that impact affordability beyond The City's provision of serviced land supply in new communities.

Business Confidence Risk

Growth Applications face a higher approvals risk than many other application types along the approvals continuum, largely due to the required financial commitment on the part of The City. This may challenge developer willingness to invest. This risk is mitigated by ensuring relevant development and servicing information is made available such that developers have access to the information needed to inform their decisions to submit Growth Applications.

Risks of Approving Growth Applications

Dispersion

Investing in many new communities simultaneously means that resources are spread across a wider area, which can result in inefficient infrastructure and service delivery. Limited demand across a wider area also means communities will be slower to build out, and slower to become complete communities that can support public and private amenities. This also impacts return on investment as revenues may not keep up with cost initiation. Risk is lower during periods of high growth and is mitigated through a strategic, balanced approach to investment and monitoring.

Economic Risk

Calgary, Alberta and Canada currently face a major risk in the form of tariffs and trade relations with the United States. Significant tariffs now in effect may have a variety of impacts on new community growth, including but not limited to cost inflation, supply chain effects and materials availability, consumer confidence, interest rates, and overall pace of growth. Approving capital and operating investments via new community growth approvals commits The City to these costs without the certainty of revenues. This risk is mitigating by considering incoming data in near real-time as supply and demand trends shift.

Long Term Investment Commitment

Approving a Growth Application begins a long term commitment to the capital and operating investments necessary to bring all City services to new residents and businesses. While initial operating costs are typically low (as populations are small and infrastructure is new), and triggered capital costs can be low or even zero if the area depends on previously made investments to initiate development, it is important to prepare for significant operating and capital costs in the medium and long term as the area builds out.

Infrastructure investments still need to be made to complete servicing in previously approved new communities until they have reached full build out. The amount, which includes interchanges, Bus Rapid Transit, utility network upgrades and other City investments, is currently estimated at \$1.3 billion. The unfunded investments will be brought forward for budget consideration as the appropriate triggers are met, which is dependent on the pace of growth.

This infrastructure is funded through a mix of funding sources, only a portion of which is from off-site levies. Availability of off-site levy funding and other funding sources impacts the timing of infrastructure investments and delivery. This carries a risk of increasing the infrastructure deficit which may lead to lower levels of service in approved communities. This can be mitigated through budget prioritization emphasizing community completion and alignment with the pace of growth, and current and anticipated revenues.

The New Community Incremental Operating Cost Model, used in application evaluation, is subject to continuous refinement and only reflects a portion of citywide operating costs over a 15-year timeframe. It is not intended to be a complete representation of a new community's lifetime operating cost impact to The City. Approval of new communities creates a commitment to services and infrastructure indefinitely into the future.

Expectation Risk

Multiple Growth Applications requiring investment are concurrently under review. If numerous Growth Applications and related investments are recommended for consideration, expectations for funding and approval in the November budget deliberations may be created that cannot be met. Administration is working to mitigate this risk by considering financial capacity and citywide needs (both growth-related and non-growth) before and after the Growth Application is brought forward to Infrastructure and Planning Committee.

Relatedly, the recommendation on a Growth Application does not constitute an approval or endorsement with respect to an Outline Plan and/or Land Use Amendment. Administration does not make a determination on the suitability of proposed land uses for a site through the Growth Application process.

Environmental and Climate Risk

New community development increases greenhouse gas emissions at a faster pace than established area development, which leads to increased climate risk by removing natural assets that enhance resilience and increasing the exposure of infrastructure assets to climate hazards. Opportunities to mitigate these risks are introduced in subsequent stages of the approvals continuum.



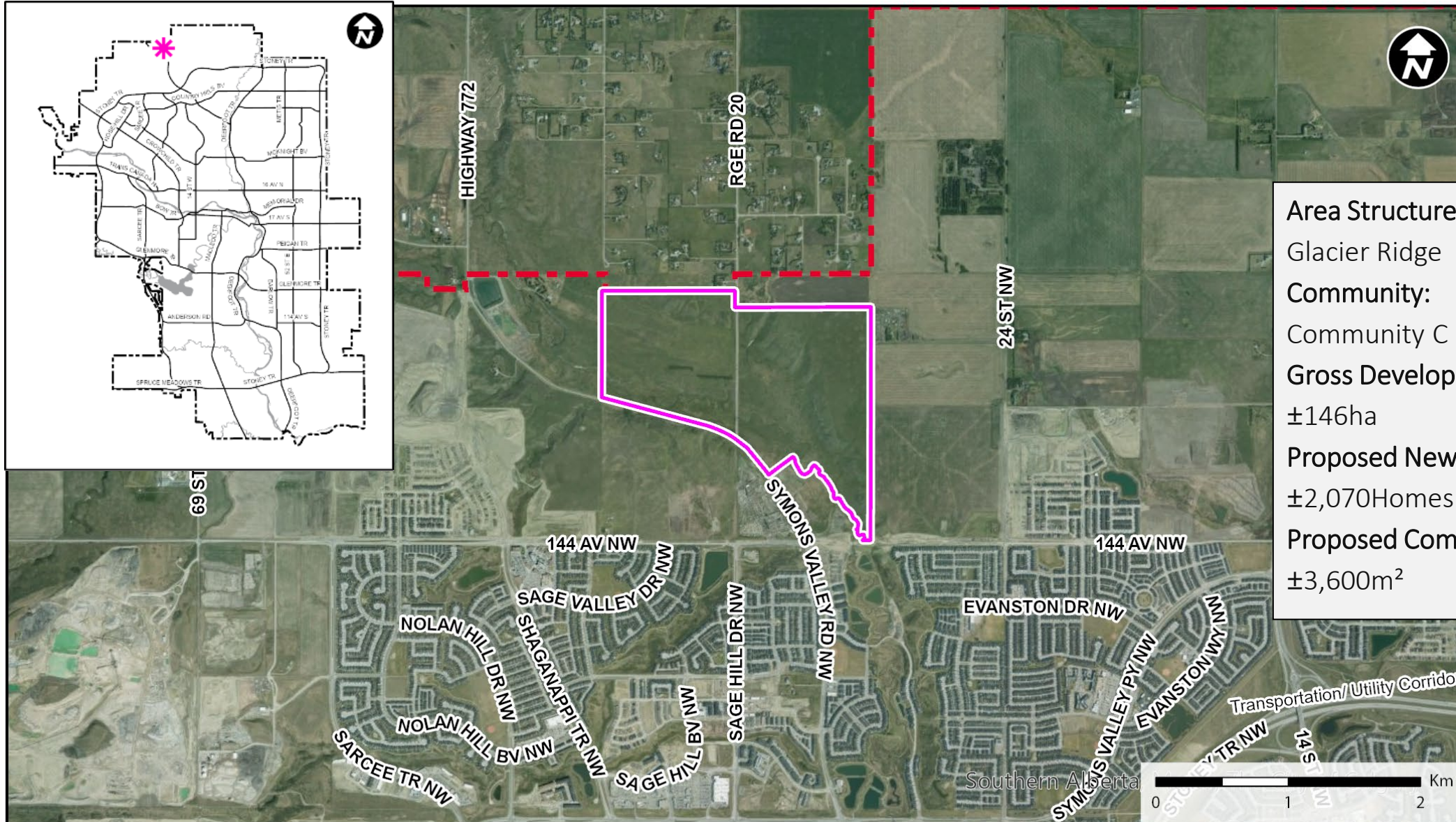
Growth Application in Glacier Ridge Area Structure Plan (Ward 2), GA2024-008

IP2025-0334

Infrastructure and Planning Committee | 2025 April 2

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating investments, if any, needed to enable the East portion (Attachment 2, Map 2) of this Growth Application (GA2024-008) in the prioritization of investments for the 2025 November Adjustments;
2. Direct Administration to consider future capital and operating investments (2027+), as required, for the East portion (Attachment 2, Map 2) of this Growth Application (GA2024-008) in the prioritization of investments in future Service Plans and Budgets; and
3. Direct Administration to continue working with the applicant on the planning for future stages of capital infrastructure for the remaining lands (Attachment 2, Map 3) in the Growth Application (GA2024-008), including optimal timing of funding and delivery, to ensure the ability for continuity of growth in the Glacier Ridge Area Structure Plan.



Area Structure Plan:
Glacier Ridge

Community:
Community C of Glacier Ridge ASP

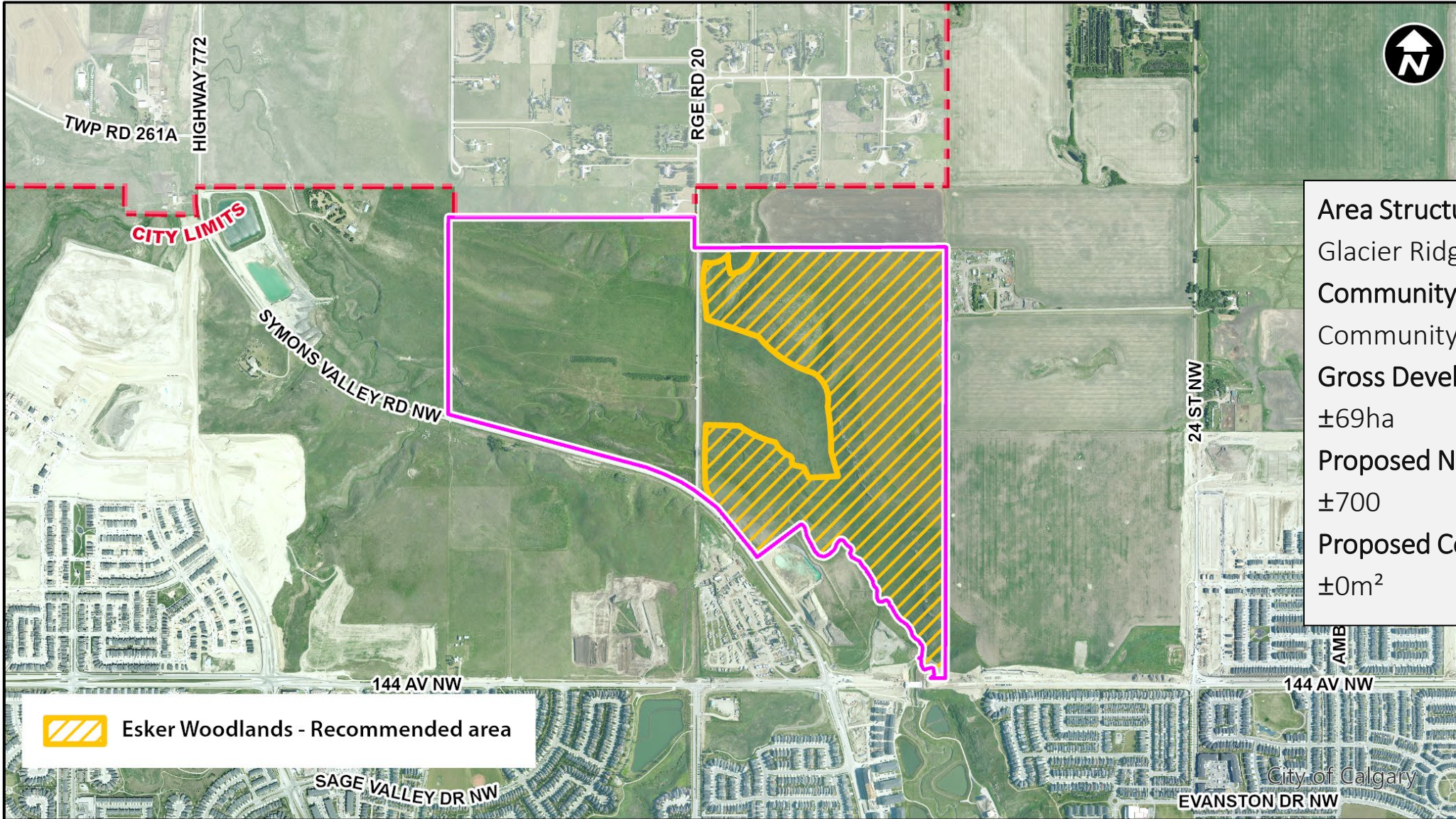
Gross Developable Hectares:
±146ha

Proposed New Homes:
±2,070Homes

Proposed Commercial:
±3,600m²



Growth Application "East Portion"



Area Structure Plan:
Glacier Ridge

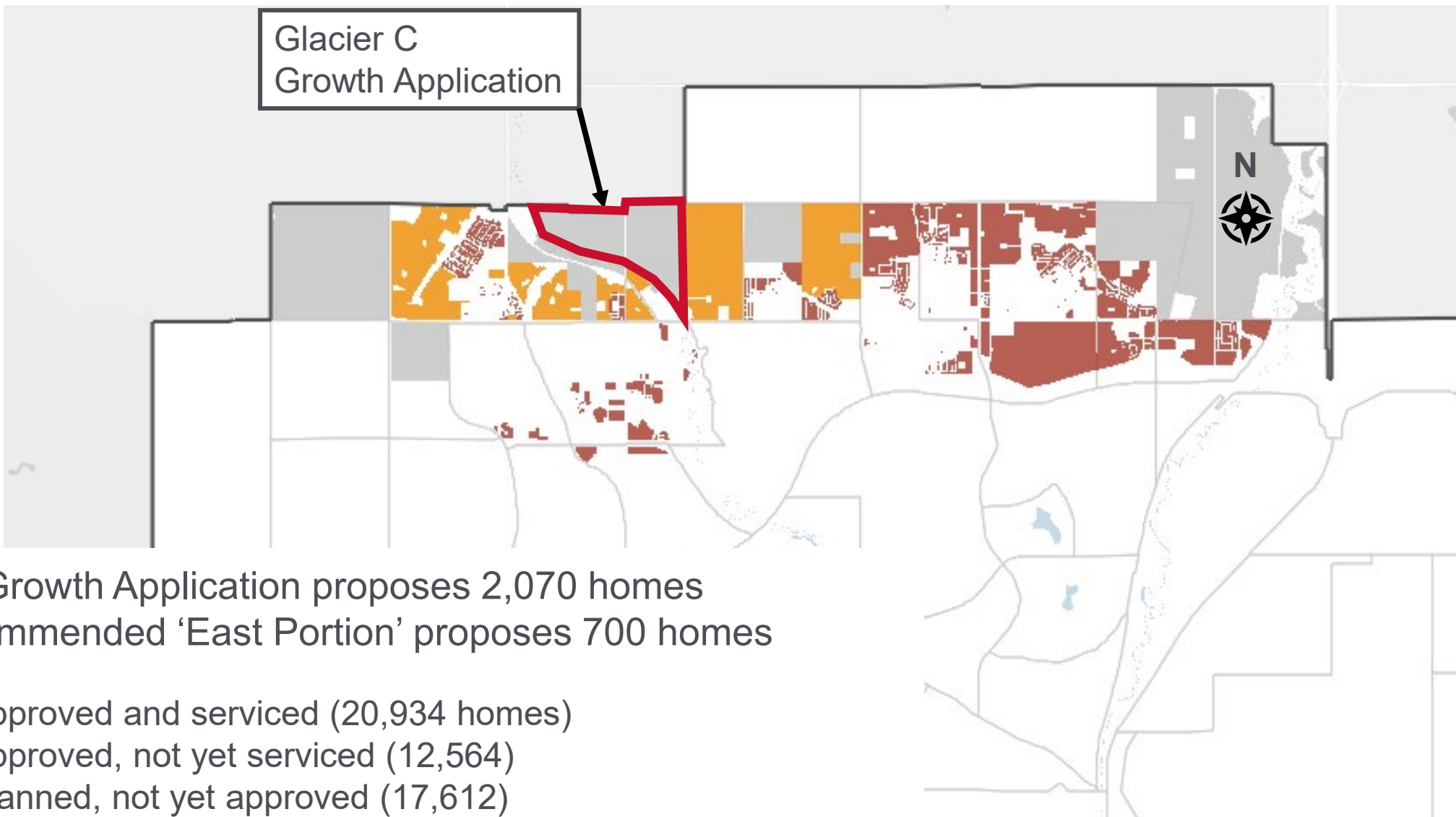
Community:
Community C of Glacier Ridge ASP

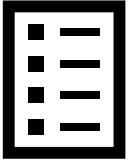
Gross Developable Hectares:
±69ha

Proposed New Homes:
±700

Proposed Commercial:
±0m²

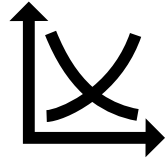
 **Esker Woodlands - Recommended area**





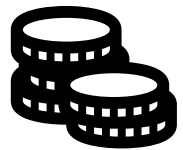
1. Municipal Development Plan Alignment

- a) East portion contiguous with the adjacent community of Ambleridge.
- b) Not favourably located with activity centres and commercial. Favourably located to transit.



2. Market Demand (as of May 2024)

- a) North sector has ten new communities at various stages of development
- b) Six to eight years of approved and serviced land and additional four to five years of approved but not yet serviced land remaining



3. Financial Impact - East Portion (recommending) and Full Development (not recommending)

- a) Favourable New Community Operating Cost Model review (both)

<ul style="list-style-type: none"> b) East Portion current budget cycle 2026: <ul style="list-style-type: none"> i. No capital investment ii. No base operating investment c) East Portion future cycles 2027+: <ul style="list-style-type: none"> i. \$101.2M additional capital investment ii. \$0.34M annual base tax-supported operating investment after final buildout 	<ul style="list-style-type: none"> Full Development current budget cycle 2026: <ul style="list-style-type: none"> i. \$41.0M capital investment ii. No base operating investment Full Development future cycles 2027+: <ul style="list-style-type: none"> i. \$101.2M additional capital investment ii. \$1.1M annual base tax-supported operating investment after final buildout
--	--

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to consider the 2026 operating investments, if any, needed to enable the East portion (Attachment 2, Map 2) of this Growth Application (GA2024-008) in the prioritization of investments for the 2025 November Adjustments;
2. Direct Administration to consider future capital and operating investments (2027+), as required, for the East portion (Attachment 2, Map 2) of this Growth Application (GA2024-008) in the prioritization of investments in future Service Plans and Budgets; and
3. Direct Administration to continue working with the applicant on the planning for future stages of capital infrastructure for the remaining lands (Attachment 2, Map 3) in the Growth Application (GA2024-008), including optimal timing of funding and delivery, to ensure the ability for continuity of growth in the Glacier Ridge Area Structure Plan.

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 April 02**

**ISC: UNRESTRICTED
IP2025-0338**

Growth Application in the Providence Area Structure Plan (Ward 13), GA2023-001

PURPOSE

The purpose of this report is to recommend that the capital and operating investments for the Growth Application within Alpine Park and Community B in the Providence Area Structure Plan (“Providence”) not be considered for funding through the 2025 November Adjustments to the 2023-2026 Service Plans and Budgets, and that Administration continue collaborating with the applicant on planning for future stages of capital infrastructure.

PREVIOUS COUNCIL DIRECTION

On 2023 July 26, Council endorsed a redesigned approach for how The City evaluates and enables growth opportunities to ensure that new community growth happens in the right place at the right time (IP2023-0559). This process was implemented starting 2023 August 1 (see Attachment 1).

On 2024 May 28, when this Growth Application was previously before Council, Administration was directed to not consider capital and operating investments in the Mid-Cycle budget adjustments and to continue collaborating with the applicant in planning for continuity of growth, and to initiate sanitary design in 2024 with a view to a funding request to support 2026 delivery.

RECOMMENDATION(S):

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to continue working with the applicant on the planning for future stages of capital infrastructure, including optimal timing of funding and delivery, to ensure the ability for continuity of growth in the Providence Area Structure Plan; and
2. Direct Administration not to consider the capital and operating investments needed to enable this Growth Application (GA2023-001) in the prioritization of investments in the 2025 November Adjustments.

GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report based on the evaluation of available land supply, required investment and the need for further design work. The City is committed to enabling growth in the right places at the right times. This advances environmental sustainability, financial responsibility and, critically, a high-quality of life for Calgarians.

HIGHLIGHTS

- Administration recommends that it is not the right time for the capital and operating investments required by this Growth Application to be considered in The City’s Service Plans and Budgets process, due to the need for further design and scheduling work for infrastructure, available land supply and the magnitude of the capital requirements.
- This Growth Application requires \$231M in capital investments in water, sanitary and storm to initiate development. For full buildout, a further \$107M for utility and \$187M for mobility infrastructure will be required, for a total of \$525M. These investments are outlined in the Service and Financial Implications section and in Attachment 2.

Growth Application in the Providence Area Structure Plan (Ward 13), GA2023-001

- This is a large Growth Application that would continue the development of Alpine Park and Vermillion Hill to the north. It represents $\pm 9,600$ homes as well as $\pm 47,600$ square metres of commercial space in the South new community sector, which has approximately five to seven years of serviced land supply.
- This Growth Application is favourably located relative to activity centres and schools, and unfavourably located relative to libraries, recreation centres and transit hubs.

DISCUSSION

Evaluation Overview

Within a context of strategic and sustainable growth, investment in new communities continues to play an important role in supporting The City's long-term vision and objectives on housing.

Guidance for how Growth Applications are evaluated against criteria is set out in section 5.2.2 of the Municipal Development Plan and section 4.3 of the New Community Planning Guidebook. The criteria focus on evaluating to what extent these applications align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, and are financially positive for The City and the local economy.

Growth Application Evaluation

The subject site is south of Alpine Avenue SW and west of Stoney Trail SW. The application was received in 2023 November and evaluated by a cross corporate team. This evaluation is summarized below and in Attachment 2.

This evaluation reflects updated information that has become available since this file was brought forward to the Infrastructure and Planning Committee in 2024 May. In particular, costs and scheduling for capital investments, and absorption and serviced land capacity have been updated.

Municipal Development Plan/Calgary Transportation Plan Alignment

- Favourably located relative to retail amenities and schools and unfavourably located relative to libraries, recreation centres, and transit hubs, based on the evaluation criteria.
- Provides additional housing and would enable the development of commercial amenities and services in the Providence Area Structure Plan.
- Contiguous with existing development in Alpine Park and Vermillion Hill to the north.

Market Demand

- The South sector currently includes eight new communities at various stages of development.
- As of 2024 May, the South sector has five to seven years of serviced land capacity plus an additional four to five years of approved but not yet serviced land. See Attachment 3 for more information.
- In the Providence Area Structure Plan specifically, as of the end of 2024, Vermillion Hill has serviced land available for 740 single/semi-detached homes and 74 multi-residential homes, while Alpine Park can accommodate a further 1,020 single/semi-detached homes and 2,332 multi-residential homes. Recent water investments have increased serviced land in 2025.

Growth Application in the Providence Area Structure Plan (Ward 13), GA2023-001

Financial Impact

- This Growth Application requires capital investment of \$525M (\$231M to enable and \$294M for continued growth).
- Enabling any portion of this Growth Application requires capital investment of \$231M for water, sanitary and stormwater infrastructure. This substantial investment requires time for planning and design, including inputs from the applicants, to prepare for delivery and implementation, which cannot practically occur in advance of 2027. Additional investment in water infrastructure, estimated at over \$107M, will be required in the future as the population in the Area Structure Plan approaches 40,000.
- Servicing the total Growth Application area requires an interchange at Highway 22X and 53 Street SW (estimated at a total cost of \$85M shared between the City and Foothills County; City portion is estimated at \$69M) and Bus Rapid Transit on 162 Avenue SW (estimated at \$118M west of Stoney Trail SW). A Global Transportation Impact Assessment is underway, but not yet complete, to determine the timing and triggers for the mobility infrastructure.
- Operating impact is favourable when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs through the New Community Incremental Operating Cost Model (IP2023-0981).
- See the Service and Financial Implications section of this report and Attachment 2.

Given the substantial capital investment needed in this area, the ongoing preliminary planning and design work needed to appropriately stage the infrastructure (including alignment with development location), and the need to reflect these inputs into finalized budget requests, Administration's recommendation is to not consider the required investments at this time and to continue to collaborate with the applicant group. There is availability of serviced land in the Providence Area Structure Plan and in the South sector more broadly, and the planning and design work underway does not require additional capital approvals at this time.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|---|--|
| <input type="checkbox"/> Public engagement was undertaken | <input type="checkbox"/> Dialogue with interested parties was undertaken |
| <input checked="" type="checkbox"/> Public/interested parties were informed | <input type="checkbox"/> Public communication or engagement was not required |

As new communities are planned and designed, public engagement opportunities occur at the Area Structure Plan and Outline Plan/Land Use Amendment stages. These steps inform the Growth Application review. The Service Plans and Budgets process includes public engagement opportunities. Any member of the public is also able to speak on individual Growth Applications at both the Infrastructure and Planning Committee and as part of the public hearing that is held on the broader annual budget adjustments in November.

Administration uses www.calgary.ca/growthapplication to share information about this and other Growth Applications. An applicant's submission (Attachment 4) is also provided.

Growth Application in the Providence Area Structure Plan (Ward 13), GA2023-001

IMPLICATIONS

Social

The City supports market housing needs through investing in a balanced supply of serviced land in new community areas. This can increase housing choice and affordability, and if well located, increase access to public and private amenities. This Growth Application relies on amenities and services east of Stoney Trail SW, ranging from four to ten kilometres away, such as retail, schools, libraries, recreation centres, and transit hubs. Development in this Growth Application would help enable the location of amenities and services in Providence.

Environmental

Generally, new community growth involves greater greenhouse gas emissions relative to redevelopment in established areas (particularly with respect to mobility), increases climate risk and removes natural assets. Climate resilience considerations are best considered through policy and planning approvals from Outline Plan to Development and Building Permit stages. City development standards and design guidelines can have significant carbon reduction and resilience benefits when applied universally to all development through these processes.

In the near term, the location of this Growth Application will likely result in a vehicle dependent community, increasing greenhouse gas emissions. Over the longer term, strategic opportunities exist to encourage more compact, mixed-use and complete communities, enabled by Bus Rapid Transit service.

Economic

Enabling private housing development creates jobs, boosts economic activity, and can support housing affordability. This is an important part of Calgary's comparative advantage relative to other cities. New communities trigger significant economic activity both in the course of development and throughout their lifespan.

Service and Financial Implications

Operating: No anticipated financial impact

Based on the recommendation there is no anticipated operating or capital investment impact to the 2025 November budget adjustments. Administration will continue to work with the applicant and identify the operating and capital investments required to be prioritized when it is the right time.

If this Growth Application were to move forward, base tax-supported operating investments of \$0.04M would be required starting in 2027 and would require base tax-supported operating investment of \$11.84M by the final build out year through future budget cycles (Attachment 2, Table 4) based on analysis done using the New Community Incremental Operating Cost Model (IP2023-0981).

Capital: No anticipated financial impact

There is no impact from the Administration recommendation. Enabling this Growth Application, if it were to move forward, would require capital investment of \$230.9M for water, sanitary and stormwater infrastructure, and further \$294.4M investment in utility and mobility infrastructure in

Growth Application in the Providence Area Structure Plan (Ward 13), GA2023-001

future Service Plans and Budgets. This substantial investment requires continued preliminary planning and design work, including applicant input in order to ensure infrastructure delivery phasing aligns with the applicants' development phasing. The size and context of the capital needed to advance this Growth Application is better considered in the 2027-2030 Service Plans and Budgets.

Capital investment in utility infrastructure funded through the 2023-2026 Service Plans and Budgets, including a recently commissioned pump station, feedermain segments, storm trunks, and a new storm outfall, have increased serviced capacity by 1,300 homes. Since 2024 May, the applicants and The City have collaboratively advanced preliminary planning and design work on water feeder mains, the future reservoir site, sanitary trunks and storm trunks as well as the transportation impact analysis.

RISK

New community growth is a long-term commitment that presents several risks which are discussed in further detail in Attachment 5.

ATTACHMENT(S)

1. Background and Previous Council Direction
2. Application Overview
3. Overview of New Community Land Supply
4. Applicant Submission
5. Risk Analysis for Growth Applications
6. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
D Hamilton	Planning and Development Services	Approve
L Tochor	Corporate Planning and Financial Services	Consult
M Thompson	Infrastructure Services	Consult
D Morgan	Operational Services	Consult
K Black	Community Services	Inform

Author: D Blik, City and Regional Planning

Background and Previous Council Direction

This attachment provides a summary of the background and previous Council direction related to the proposed Growth Application considered in this report, as well as new community growth decision-making in general.

Background

Growth Applications serve as the mechanism for evaluating new community growth opportunities in Calgary. The Growth Application process was endorsed by Council in 2023 July ([IP2023-0559](#)), and involves assessment of alignment with City policy and proximity to amenities and services, market conditions and land supply, and financial impacts.

Growth Applications are a responsive application-based model, with final decisions made through the annual Service Plans and Budgets process. Semi-annual briefing notes on Growth Application activity are also provided to Infrastructure and Planning Committee.

Previous Council Direction

A comprehensive summary of previous reports related to this work is listed below.

DATE	REPORT NUMBER	DIRECTION / DESCRIPTION
2025 February 25	IP2025-0055	<p>Growth Applications Lessons Learned</p> <p>Update on continuous improvement to the Growth Application process. Council approved an amended direction to have Administration bring an update back on approval timing for operating cost only Growth Applications:</p> <p><i>“Direct Administration to provide an update to the Infrastructure and Planning Committee on fundamental change 2C referenced in Attachment 3 by end of Q2 2025.”</i></p>
2025 January 8	IP2025-0054	<p>Citywide Growth Strategy: Semi-Annual Update on Growth Applications</p> <p>Update on the status of active and recently approved Growth Applications.</p>
2024 November 5	C2024-1907	<p>Mid-Cycle Adjustments to the 2023-2026 Service Plans and Budgets</p> <p>Council approved operating and capital investments for four Growth Applications and confirmed funding of the North Calgary Water Servicing Project.</p>
2024 June 12	IP2024-0718	<p>Citywide Growth Strategy: Semi-Annual Update on Growth Applications</p> <p>Update on the status of active and recently approved Growth Applications.</p>
2024	IP2024-0420	<p>Growth Application in the Providence Area Structure Plan (Ward 13), GA2023-001, IP2024-0566</p> <p>That Council:</p> <ol style="list-style-type: none"> 1. To provide continuity to existing development, direct Administration to collaborate with the developer proponents in Providence Growth Application area (GA2023-001) to initiate sanitary design in 2024, with design completion in 2025 to support a funding request for 2026; 2. To continue working with the applicant on the planning for future stages of capital infrastructure, including optimal timing of funding and delivery, to ensure the ability for continuity of growth in the Providence Area Structure Plan; and 3. Not to consider the capital infrastructure and operating investments needed to enable this Growth Application (GA2023-001) in the Mid-Cycle Adjustment to the 2023-2026 Service Plans and Budgets.
2023 October 17	IP2023-0924	<p>Citywide Growth Strategy: Growth Applications Fee Adjustment</p> <p>Council approved an adjustment to Growth Application fees. The adjustment applies a prorated fee based on area for smaller applications (up to 16 hectares).</p>

2023 July 25	IP2023- 0559	<p>Citywide Growth Strategy: New Approach to Growth Applications</p> <p>Council approved the redesigned Growth Applications system, which introduced changes and improvements to the approach for strategically evaluating new community growth. As of 2023 August 1 an applicant can apply at any time, but final decisions will be made through the Service Plans and Budgets process in November of each year.</p> <p>As part of this report, all Growth Management Overlays in relevant Area Structure Plans were removed from the plans via bylaw amendment, and the Growth Application process was added via bylaw amendment to the New Community Planning Guidebook.</p>
2022 September 20	C2022- 1057	<p>Motions Arising on IP2022-0545 Citywide Growth Strategy</p> <p>Council provided direction on how to proceed with redesigning the New Community Business Case process.</p>
2022 July 26	IP2022- 0545	<p>Citywide Growth Strategy in the 2023-2026 Service Plans and Budget Cycle</p> <p>This report provided Council with recommendations of growth-enabling investments and new community growth areas ahead of the 2023 – 2026 Service Plan and Budget process. Eight new community business cases were recommended for consideration at budget time, all eight were subsequently approved.</p>

Bylaws, Regulations, Council Policies

Growth decisions and authorities are governed by the following policies and regulations.

Municipal Development Plan, 2020

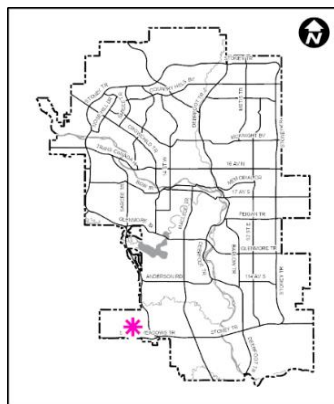
In accordance with the Municipal Government Act, Calgary’s Municipal Development Plan provides the long-term strategic framework for growth and development to achieve the following seven goals: Compact Urban Form, Urban Design Excellence, Greening the City, Great Communities, Connected City, Prosperous Economy, and Strategic Growth.

Section 5 of the Municipal Development Plan provides direction on strategic growth to achieve the best possible social, environmental, and economic outcomes. Section 4.3 of the New Community Planning Guidebook (Volume 2, Part 1 of the Municipal Development Plan) contains policy guidance on the development, design, and implementation of new communities, including policies that set out the applicability and evaluation considerations for Growth Applications.

Application Overview

GA2023-001: Providence

This attachment summarizes information about this Growth Application and its evaluation according to defined criteria outlined at www.calgary.ca/growthapplication.



Growth Application At-a-Glance

Area Structure Plan: Providence

Community: Alpine Park, Community B

Gross Developable Hectares: ±445

Proposed Homes: ±9,590 homes

Commercial or Retail: ±47,500 square metres

Municipal Development Plan/Calgary Transportation Plan Alignment:

- Contiguous with adjacent development in Vermillion Hill and Alpine Park to the north.
- Located favourably relative to schools and activity centres, and unfavourably relative to transit hubs, libraries, and recreation centres, per the criteria.

Market Demand

- South Sector has eight actively developing communities, land supply of five to seven years of serviced land and four to five years of approved – not yet serviced land.

Financial Impact

- \$525M capital investment required (\$231M to enable and \$294M for continued growth) for water, sanitary, stormwater, and mobility infrastructure.
- Favourable result from the New Community Incremental Operating Cost Model.

Evaluation Criteria Introduction

Municipal Development Plan/Calgary Transportation Plan Alignment

Guidance for how Growth Applications are evaluated against criteria is set out in section 5.2.2 of the Municipal Development Plan and section 4.3 of the New Community Planning Guidebook. The criteria focus on evaluating to what extent these applications align with the city building goals of the Municipal Development Plan/Calgary Transportation Plan, respond to market demand, and are financially positive for The City and the local economy.

Market Demand

The City strives to maintain a healthy supply of land for housing, as set out in section 5.2.3 of the Municipal Development Plan. As of 2024 May, there are 41 new communities in active development, with serviced land that can accommodate 82,423 homes, for seven to nine years of supply. In approved but not yet serviced lands where Council has committed to funding future infrastructure but the services are not yet in place, a further 37,905 homes can be accommodated, for an additional three to four years of supply.

For more information, please consult the [Suburban Residential Growth](#) report and Attachment 3. These numbers are as of May 2024 and do not include the 2024 November Growth Application approvals. The City acknowledges that supply varies through the development continuum and unforeseen external factors may affect land supply.

Financial Impact

The criteria under Financial Impact evaluates the impact on The City's financial position by analyzing the anticipated costs (capital and operating) of the development proposed in the Growth Application, as well as the direct revenues (property tax, franchise fees, transit). The Financial Impact is isolated to the Growth Application being considered and does not reflect citywide growth.

While some infrastructure may be required initially to enable development to start, there is also additional infrastructure that will be needed as the community completes. New communities previously approved by Council that are not yet serviced still require significant City investment in infrastructure. Expansion in City infrastructure creates future financial obligations such as maintenance and renewal over its lifecycle.

Table 1 – Growth Application Criteria Evaluation Summary

Criteria Category	Result	Administration Comments
Policy Alignment	Moderate	<ul style="list-style-type: none"> • Contiguous with adjacent development to the north • Helps complete the Alpine Park and Community B sections of Providence • Favourably located relative to schools (Our Lady of the Evergreens and Dr Freda Miller) and commercial amenities and services and unfavourably located relative to the Shawnessy transit hub (LRT station), Recreation Centre, and Library, all of which are located on the east side of Stoney Trail SW and range from 4.5 to 9.5km distant.
Market Demand	Moderate	<ul style="list-style-type: none"> • As of May 2024, the South sector has: <ul style="list-style-type: none"> ○ Eight new communities under development ○ Five to seven years of approved and serviced land (single/semi-detached and multi-residential); and ○ Four to five years of approved but not yet serviced land (single/semi-detached and multi-residential).
Financial Impact & Infrastructure Delivery	Unfavourable	<p>Capital Costs (Table 2)</p> <ul style="list-style-type: none"> • For all required utility infrastructure, ongoing collaboration with the applicant and advancement of development plans is required to confirm staging, extents and alignments of required infrastructure, and to advance detailed design sufficiently to be prepared for delivery, which is not expected prior the end of 2026. • Sanitary servicing requires the West Pine Creek Sanitary Trunk (offsite trunk), estimated at \$46M, and potentially additional trunk extensions within the ASP (onsite trunks, \$30.2M). Additional study and collaboration with the Applicant is required to confirm extents and costs of additional trunk extensions. Administration has advanced preliminary design of the offsite trunk. • Storm servicing requires delivery of Stages 3 and 4 of the storm trunk, estimated at \$20M. Administration has advanced an alignment study for this infrastructure. Preliminary Design for this infrastructure will advance, pending input from the applicants on extents of Capital infrastructure and other key inputs. • Water servicing requires over \$132M for the next stages of enabling water infrastructure, with an additional \$107M of investment in water infrastructure required in the future to support full build-out of the Growth Application and ASP. • Administration is committed to ongoing advancement of design of this infrastructure, which will require ongoing inputs from the Development Team.

		<p>Servicing the whole Growth Application area requires an interchange at Highway 22X and 53 Street SW (City cost \$69M, Foothills County cost \$16M) and bus rapid transit on 162 Avenue SW (\$118M). A Global Transportation Impact Assessment is underway to determine the timing and triggers for the mobility infrastructure.</p>
	Favourable	<p>Operating Costs (Table 3)</p> <ul style="list-style-type: none">• Favourable when comparing anticipated property tax and franchise fee revenue with estimated incremental direct and indirect operating costs for the proposed Growth Application area.

Table 2 – Capital Infrastructure Benefitting the Growth Application

Capital Investment	Total Estimated Cost (\$M) ^[1]	Funded in 2023-2026 Budget (\$M)	Funded in 2027-2030 Budget (\$M)	Unfunded Required to Complete (\$M)	Included in Off-site Levies Bylaw (Y/N)	Levy Eligible - % ^[2]
Funded Utility Infrastructure, Either in Service or in Progress, Required to Enable the Growth Application Area						
Providence Storm Trunk Stage 1 & Outfall	4.1	4.1			Y	100%
Providence Storm Trunk Stage 2	14.6	14.6	-	-	Y	100%
Starlight PZ Pump Station Phase 1 & 2 (Interim)	19.9	19.9	-	-	Y	100%
Starlight PZ Pump Station Phase 3 - Permanent Pump Station STN052	21.6	21.6	-	-	Y	100%
Starlight Feedermain Phase 1 (154th Avenue, 800 m)	3.8	3.8	-	-	N	100%
Westview Reservoir Land Purchase	1.8	1.8	-	-	Y	100%
Unfunded Utility Infrastructure Required to <i>Enable Development</i> in the Growth Application Area						
Providence Storm Trunk Stages 3 & 4	20.0	-	-	20.0	N	100%
Westview Reservoir Cell 1	11.6	-	-	11.6	N	100%
Westview Pump Station STN056, located at the Starlight Dual Zone PS	3.4	-	-	3.4	N	100%
Westview Feedermain (TUC)	39.5	-	-	39.5	N	100%
Westview Feedermain (162nd Avenue)	9.5	-	-	9.5	N	100%
Starlight Feedermain Phase 2 (154th Ave, ~37th St to 53rd St)	12.4	-	-	12.4	N	100%
Starlight Pump Station STN049 located at the Westview Reservoir Site	33.6	-	-	33.6	N	100%
Starlight Feedermain Phase 3 (S of 162nd Ave. from STN049 to West Boundary of GA)	22.5	-	-	22.5	N	100%
West Pine Creek Sanitary Trunk Phase 3	46.2	-	-	46.2	N	100%
Providence Sanitary Trunks	30.2	-	-	30.2	N	100%
Starlight Reservoir Land Purchase	2.0	-	-	2.0	N	100%

Capital Investment	Total Estimated Cost (\$M) [1]	Funded in 2023-2026 Budget (\$M)	Funded in 2027-2030 Budget (\$M)	Unfunded Required to Complete (\$M)	Included in Off-site Levies Bylaw (Y/N)	Levy Eligible - % [2]
Unfunded Infrastructure Required in the Future to Support Full Build-out of the Growth Application Area						
Starlight Feeder mains (Future Phases)	62.3	-	-	62.3	N	100%
Westview Reservoir Cell 2	15.1	-	-	15.1	N	100%
Starlight Reservoir	30.0	-	-	30.0	N	100%
Highway 22X/53 Street S.W. Interchange [3]	69.0	-	-	69.0	Y	100%
162 Avenue S.W. BRT from Shawnessy to S.W. Ring Road	68.0	-	-	68.0	Y	21%
162 Avenue S.W. BRT from S.W. Ring Road to west side of Providence	50.0	-	-	50.0	Y	100%
Initial Investment Required to Enable Growth Application	230.9	-	-	230.9		
Future Investments for Full-Build-out	294.4	-	-	294.4		
Total Unfunded Investments	525.3	-	-	525.3		
Total Investments for Full Build Out	591.1	65.8	-	525.3		
<p>[1] - These are total project costs, as of March 2025 that are required to complete the project and will need to be fully funded in the future. They are subject to change due to unforeseen circumstances.</p> <p>[2] - Infrastructure listed under both 1H2024 and 2M2016 bylaws may use remaining 2M2016 funds towards the portion of capital cost not levied for under the 1H2024 bylaw. As a result, OSL eligibility for these infrastructures may be up to 100%.</p> <p>[3] - The total cost is partially attributed to Calgary (81.2%), and partially attributed to Foothills County (18.8%). The total amount here only represents Calgary's portion.</p>						

Table 2 General Notes:

- Table 2 includes all capital investments related to the full build out of the Growth Application. Rows shaded in blue identify unfunded investments that are needed upfront to enable development in the Growth Application. Unshaded rows identify investments that are already funded or are required to support the full build out of the Growth Application but will be triggered and brought forward in future budget cycles. Investments will provide benefit beyond the specific Growth Application and are not solely required by the Growth Application.
- The total anticipated capital costs required to service this Growth Application reflected in this report and attachments are estimates only and are subject to change. The level of accuracy of project costs related to infrastructure delivery evolve throughout the stages of a project as design progresses, as construction methodologies are confirmed and as procurement strategies are developed. Infrastructure pricing is also influenced by availability of materials and contractors, and market

demand.

- Administration has endeavoured to reflect the most current anticipated capital costs at the time of preparation of this report. As some of the infrastructure projects are still in conceptual and early planning stages, there is a high degree of variability. As costs are documented at a given point in time, they may also not align with infrastructure costs that are published in the Off-site Levies Annual Report, as these two sources are developed at different timeframes.

Table 3 – New Community Incremental Operating Cost Model Summary (\$000s)

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
Total Revenue	0	503	754	1,131	4,255	6,569	11,060	14,867	17,937	20,520	22,148	26,974	27,449	27,950	28,348	28,780
Less: Total Operating Costs	0	(43)	(76)	(112)	(376)	(796)	(3,200)	(3,926)	(5,088)	(5,759)	(6,203)	(16,000)	(16,135)	(16,181)	(16,334)	(16,448)
Net Balance	0	459	678	1,019	3,878	5,774	7,860	10,942	12,849	14,761	15,945	10,974	11,314	11,769	12,013	12,332

Table 3 General Notes:

- Total revenue reflects the estimated City portion of property taxes, franchise fee and transit revenues to be generated by the Growth Application area only, at prevailing tax rates, and is not implied to be additional unbudgeted tax revenue. Total operating costs reflect estimated incremental direct and indirect service level operating costs within the Growth Application area only, including Transit and Fire, and does not consider total citywide operating costs, operating costs of capital (lifecycle and maintenance), nor costs beyond the 15-year timeframe. This analysis is on a standalone basis and does not consider that anticipated citywide growth could shift to this area from others or vice versa (i.e., the growth cannot be assumed to necessarily be net new to Calgary).

Table 4 – Investments Required

	Current Service Plans and Budget 2026 (\$M)		Future Service Plans and Budgets 2027+ (\$M)	
	Approved	Requires Approval	Approved	Requires Approval
15 years Incremental Operating Investment	-	-	-	78.54
Capital Investment - City Funded	-	-	-	53.45
Capital Investment - Off-site Levy Funded	-	-	-	133.55
Capital Investment - Utility Funded ¹	65.80	-	-	338.30
Total Capital Investment	65.80	-	-	525.30
Total Investment	65.80	-	-	603.84
[1] - These investments will be funded by self-supported debt to be repaid through off-site levies and/or user fees				

Table 4 General Notes:

- This Growth Application benefits from \$65.8M previously funded capital investments in the current service plan and budgets.
- If this growth application were to be considered, \$230.9M in unfunded capital investments would need to be considered in prioritization.
- If this Growth Application were to be considered, a base tax-supported operating investments of \$0.04M would be required starting in 2027 and would require a total base tax-supported operating investment of \$11.84M by the final build out year through future budget cycles.
- Additional operating and capital investments of approximately \$603.84M will be required to support the full build out of the Growth Application and to support continued growth in the Providence Area Structure Plan.

Overview of New Community Land Supply

Growth Applications are an important step in enabling new community housing supply. Approval of a Growth Application has the effect of moving the subject lands from “planned” to “approved - not yet serviced”. Once the capital infrastructure is delivered and available to development, the lands would move from “approved – not yet serviced” to “approved – serviced”. In cases where no City capital infrastructure is required, it is possible to move directly to “approved – serviced”.

Administration’s evaluation of Growth Applications considers the citywide and sector land supply as a factor in the timing of investments. The City will consider if the citywide level of serviced land supply is low (<3 years), in target range (3-5 years), above target (5-7 years), or high (>7 years).

The two charts that follow show the impact on land supply of moving forward with the **Providence Growth Application**, both in the South Sector and citywide.

Figure 1: Providence and South Sector Land Supply

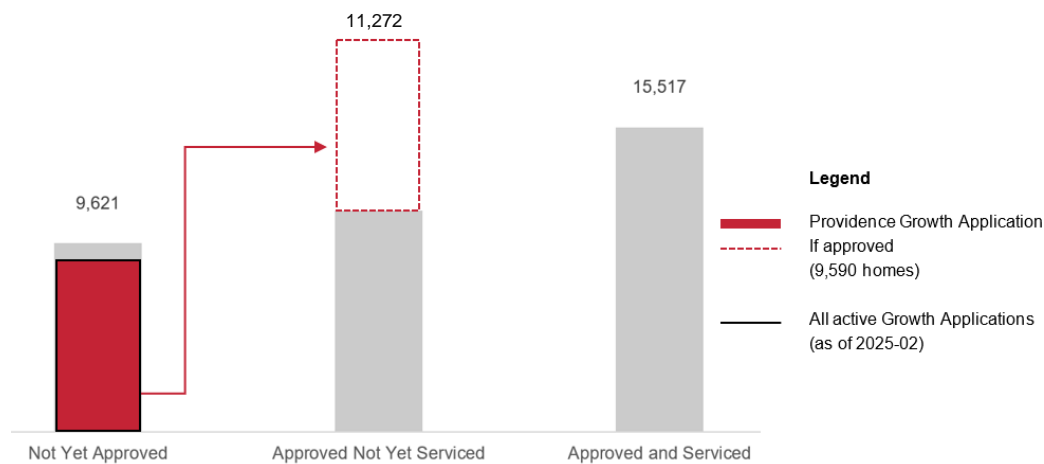
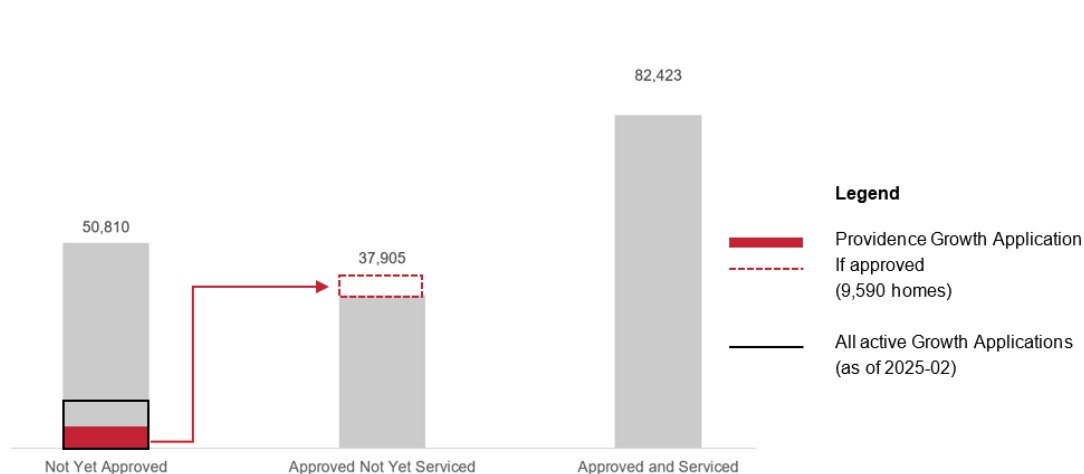


Figure 2: Providence and Citywide Land Supply



Applicant Submission

QUALICO · DREAM · HOPEWELL · RONMOR · JAYMAN


PROVIDENCE

GROWTH APPLICATION OPPORTUNITY OVERVIEW

A logical choice for sensible growth.

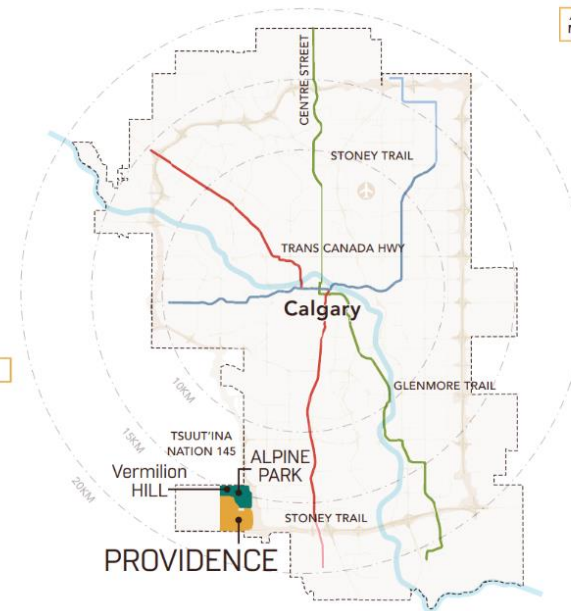
The Development Group comprised of Qualico, Dream, Hopewell, Jayman and Ronmor formally request approval of this Growth Proposal to further establish the southwest as a key node for sustainable development that leverages significant capital investment and leading infrastructure.

The long awaited \$2 billion Southwest Ring Road (SWRR) is complete and efficiently integrates Providence to the greater Calgary region and establishes a key growth and commercial corridor along the west edge of the City. The SWRR further unlocks the potential of Providence as a complete community in the Calgary region.



dream **QUALICO** **Hopewell** **RONMOR** **Jayman Living**
Invited for title.

- 445
HECTARES GDA
- 9,500+
UNITS
- 30,000+
DIRECT/INDIRECT JOBS
- \$~21M
IN PROPERTY TAX
- \$271M
IN LEVIES
- + \$5 BILLION
TOTAL PROJECT VALUE



CONSIDERATION N° 1

Connected and Integrated

The Development Group will continue to invest in Providence, leveraging the recent approvals and ongoing build-out of Alpine Park and Vermilion Hill. They continue to anticipate strong market demand, which presents an opportunity to build a growth node along the southwest edge of the city that supports a diverse residential and commercial offering.

CONSIDERATION N° 2

Building Capacity to Support Tsuut'ina

Providence will continue to increase demand for commercial development in the TAZA corridor, creating access to jobs and training for the community, as outlined in the 92nd Truth and Reconciliation Commission of Canada Calls to Action. Dream has a working relationship with TAZA (Candera) which has three villages planned to include office, institutional/educational, medical and research facilities, light industrial, retail, entertainment and other uses. The Development Group established a relationship with the Tsuut'ina Nation Administration through the recent approval processes for Alpine Park, Vermilion Hill and Providence Area Structure Plan.

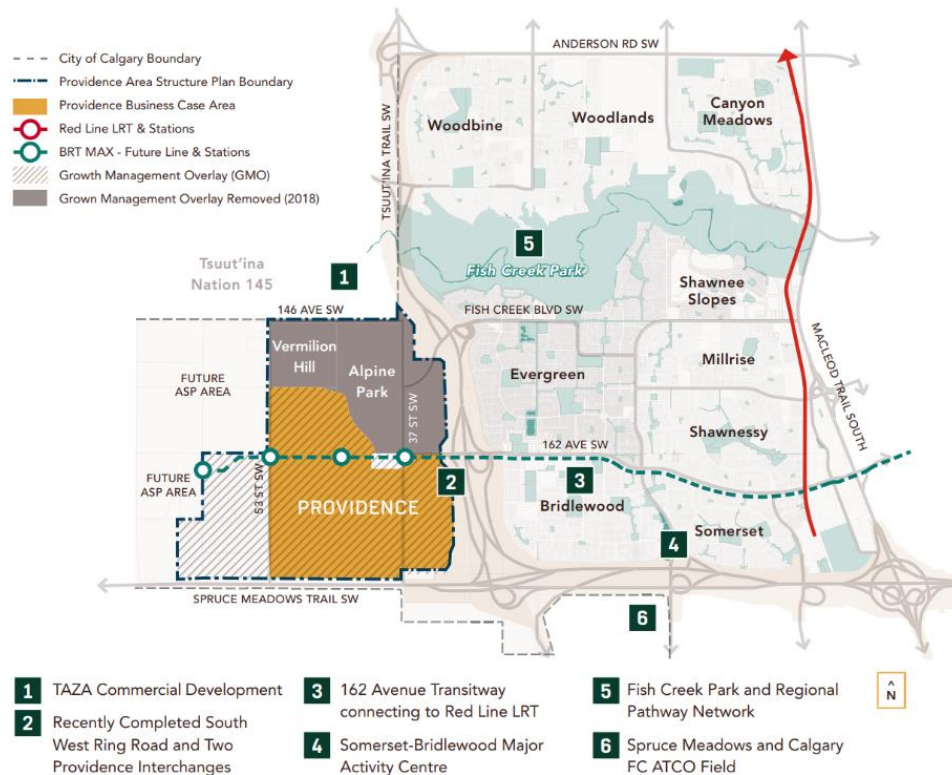
PROVIDENCE

Growth and Development Context



The Providence Growth Application area integrates with the actively developing communities of Alpine Park and Vermilion Hill, with contiguous connections to Evergreen and Bridlewood. The future 162nd Avenue Transitway, combined with the extension of existing transit routes, the two SWRR interchanges (154 Avenue and 162 Avenue SW), pedestrian and bicycle routes and mix of uses provides for efficient and safe movement for all modes of travel to, from and within Providence.

Servicing extensions are available, and development is anticipated to start from the north, continuing south from Alpine Park and Vermilion Hill. Regional intensification through residential development provides further success to existing amenities in Providence, TAZA, and the Somerset-Bridlewood Major Activity Centre. Increasing the population of the Providence catchment area will translate into increased investment in the future CACs, existing MACs, attracting more local business, services, and organizations to the south sector.



CONSIDERATION N° 3

Southwest as a Unique Sector



Providence is distinctly located in the southwest, separated from the remainder of the southern sector by the ring road. This portion of the city has limited supply and underlying demand. Support for this Growth Application would ensure continued growth for this portion of the City, supporting the existing actively developing communities.

CONSIDERATION N° 4

High Return on Investment



The City committed to initial investment in Providence and continual investment is required to ensure capital is not stranded. There is a high return on future capital in levy and tax revenues, as well as direct economic impact. The Development Group will work with the City to clarify specific capital requirements.

CONSIDERATION N° 5

Continuing the Momentum



The Growth Application area leverages momentum and urban design frameworks established in the actively developing and highly sought after communities of Alpine Park and Vermilion Hill. Build out of the community has been progressing at rates faster than expected as a result of strong sales and demand.

CONSIDERATION N° 6

Not Your Typical Suburb



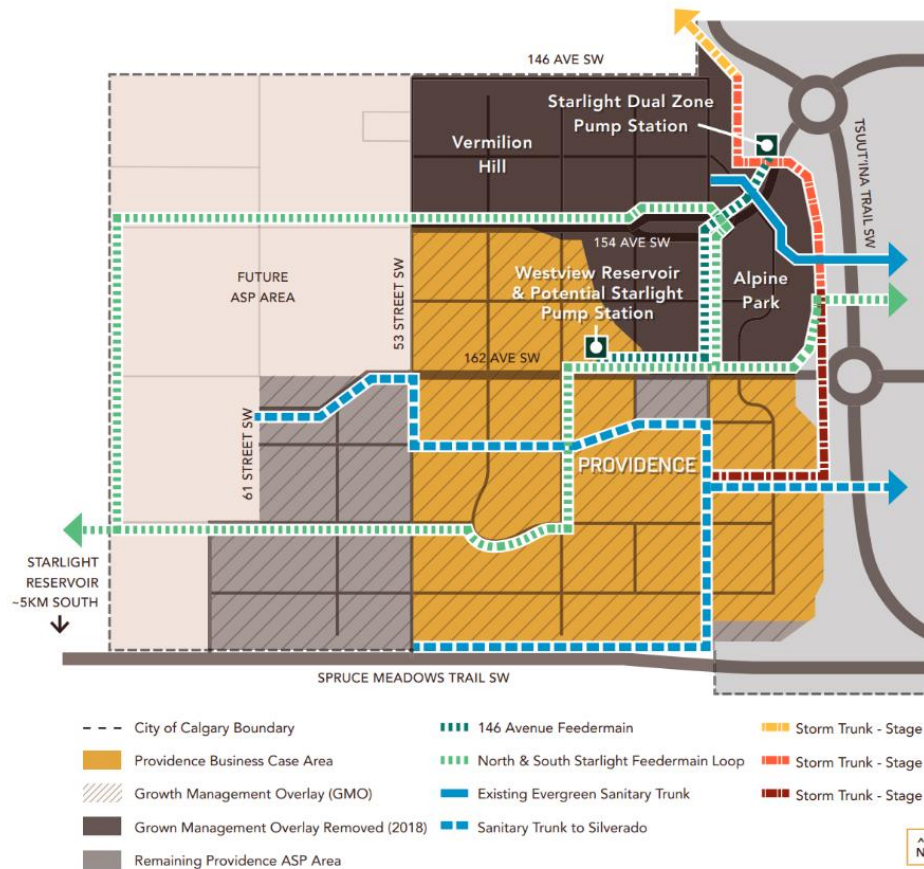
The vision for Providence is one where all of your daily amenities are accessible by active transportation modes, with an emphasis on overall walkability and access to green space.

PROVIDENCE

Infrastructure and Funding



The Providence Growth Application Area is a large growth area with established leading infrastructure. The Development Group will work with the City to refine capital requirements.



STORM

- Stage 1 services approved development – Construction 2022 – \$8M
- Stage 2 to Alpine Park Storm Pond services the remainder of Dream and Qualico land north of 162nd. Design is complete, an RFQ has been issued and construction completion is anticipated September 2024 (~\$20M)
- Stages 3 and 4 service the remainder of the subject lands – construction 2026-2028 if added to budget (~\$20M)

SANITARY

- Continued development will require either interim measures or the West Pine Creek Sanitary Trunk to Silverado (~\$69M)
- Remainder requires Sanitary Trunk to Silverado (~\$25M)

WATER

- Portions can be serviced by infrastructure underway and estimated to be completed in early 2025
- Full development requires the Westview Reservoir (~\$30m) and the Starlight Pump Station (~\$20m)

FIRE

- The Evergreen Fire Station serves the majority of the business case area.

TRANSPORTATION

- The two interchanges (154 Ave & 162 Ave) have capacity to accommodate the application area.

PROVIDENCE

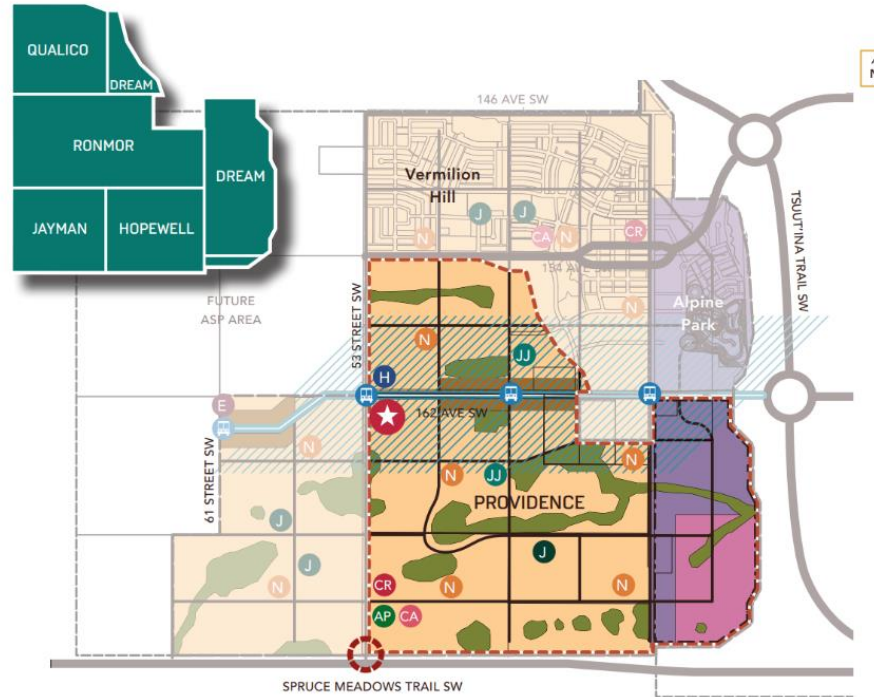
A Vision for Providence



Qualico, Dream, Hopewell, Jayman and Ronmor have developed a significant portion of Calgary's Communities and have a long-term commitment to the City of Calgary. They offer a track-record of private investment capital required to support Calgary's growth and overall economy.

The Growth Application area will emphasize universal access to safe, inclusive and accessible green and public spaces, in particular for women and children, older persons and persons with disabilities. A multi-modal transportation network provides kilometres of safe and varied routes for bikes, scooters, wheeling or strolling. Design will be human-scaled with a core goal to create safe, affordable, accessible and sustainable systems for all. This includes improving road safety, notably by expanding public transport along 162nd and multi-modal routes, with special attention to the needs of those in vulnerable situations.

Specific developers are planning for residential buildings to be solar ready should the customer choose to incorporate at time of build or in the future and others require solar infrastructure on all residential buildings. Specific developers may also incorporate storm parks as functional amenity spaces.



- Business Case Area Requesting GMO Removal (Qualico, Dream, Hopewell and Ronmor)
- Neighbourhood Area
- Business Industrial Area
- Employment Area
- Neighbourhood Corridor
- Transit Station Planning Area
- Open Space Study Area*
- Transitway
- ★ Community Activity Centre
- N Neighbourhood Activity Centre
- CA Community Association Site
- CR Community Retail Centre
- H High School
- J Joint Use Site
- JJ Joint / Joint Use Site
- AP Regional Athletic Park
- BT Bus Rapid Transit Station
- E Emergency Response Station
- I Interchange

*Subject to further study, the exact ER area will be determined at the OP stage.

PROVIDENCE

The Capital Proposal



The Developer Group proposes to initiate investment to maintain development continuity through the Growth Proposal based on the following rationale:

- We are in a housing crisis and investment is required to deliver housing in logical locations.
- The City has already committed to Providence as a growth node by investing significant capital infrastructure in the area.
- Further investment is required to ensure that Qualico and Dream's approved land, without a GMO, isn't stopped.
- The City risk of not advancing additional investment, in a timely manner, could result in the approved areas (Alpine Park & Vermillion Hill) running out of housing in 3-4 years with no investment in place to continue the developments.
- Continued investment through the staging of infrastructure benefits the proposed growth area and Providence ASP as a whole.
- Additional lands open up the market to additional developers and opportunities for significant off-site levy contributions and property tax generation.
- Maintaining forward momentum ensures the existing City and Developer investment is not stranded.

REQUIRED INFRASTRUCTURE (\$000's)				
Project	Service Line	2023-2026	2027+	Total Cost (\$ M)
Previously Approved				
Providence Stormwater Trunk Stage 2	Storm	\$ 20.0	\$ -	\$ 20.00
Starlight Dual Pump Zone Stage 2	Water	\$ 22.0	\$ -	\$ 22.00
Westview Reservoir Land Purchase *	Water	\$ 1.4	\$ -	\$ 1.35
Sub Total		\$ 43.4	\$ -	\$ 43.4
Required to Service Business Case				
162 Ave Transitway (Stoney to Providence)	Public Transit	\$ -	\$ 47.0	\$ 47.00
Hwy 22X / 53rd Street Interchange	Streets	\$ -	\$ 66.0	\$ 66.00
Providence Storm Trunk Stage 3 & 4	Storm	\$ 22.0	\$ 22.0	\$ 22.00
Starlight Feedermain Phases 1 and 2	Water	\$ 14.0	\$ 14.0	\$ 14.00
Starlight Feedermain Loop (Completion)	Water	\$ -	\$ 78.2	\$ 78.20
Starlight Reservoir	Water	\$ -	\$ 18.8	\$ 18.80
West Pine Creek Sanitary Trunk Phase 3	Sanitary	\$ 69.3	\$ 69.3	\$ 69.30
Westview Feedermain (146 Ave Feedermain)	Water	\$ 23.8	\$ 23.8	\$ 20.00
Westview Reservoir Pump Station #49	Water	\$ 18.8	\$ 18.8	\$ 18.80
Westview Reservoir	Water	\$ 18.8	\$ 18.8	\$ 18.80
REVISED TOTAL		166.7	113.0	275.9

NOTES:

Administration proposes budget requests for these items in 2027+. The Developer Group requests to shift these costs to the 2023-2026 Business Cycle, through mid-cycle budget adjustments, to maintain development continuity for GMO approved lands (Alpine Park and Vermillion Hill) and this Business Case area. This will maximize a return on the City's investments to ensure assets are not stranded. There is also an opportunity to stage infrastructure in a way that aligns with actual development timing/market demand.

Starlight Reservoir and Feedermain Loop are not required to service the Business Case Area.

Revised Total \$

*Negotiated between the landowner and the City.

Risks Analysis for Growth Applications

This attachment summarizes the risks associated with approving, or not approving, Growth Applications. Application-specific risks are highlighted, when necessary, in the cover report.

Risks of Not Approving Growth Applications

Erosion of Affordability

If supply (via City investment into serviced land) is insufficient relative to demand, housing prices can rise and affordability is eroded. The Growth Application process includes consideration of serviced land supply to inform recommendations for new community development, aiming for a balance between too much and too little supply. That said, there are many factors that impact affordability beyond The City's provision of serviced land supply in new communities.

Business Confidence Risk

Growth Applications face a higher approvals risk than many other application types along the approvals continuum, largely due to the required financial commitment on the part of The City. This may challenge developer willingness to invest. This risk is mitigated by ensuring relevant development and servicing information is made available such that developers have access to the information needed to inform their decisions to submit Growth Applications.

Risks of Approving Growth Applications

Dispersion

Investing in many new communities simultaneously means that resources are spread across a wider area, which can result in inefficient infrastructure and service delivery. Limited demand across a wider area also means communities will be slower to build out, and slower to become complete communities that can support public and private amenities. This also impacts return on investment as revenues may not keep up with cost initiation. Risk is lower during periods of high growth and is mitigated through a strategic, balanced approach to investment and monitoring.

Economic Risk

Calgary, Alberta and Canada currently face a major risk in the form of tariffs and trade relations with the United States. Significant tariffs now in effect may have a variety of impacts on new community growth, including but not limited to cost inflation, supply chain effects and materials availability, consumer confidence, interest rates, and overall pace of growth. Approving capital and operating investments via new community growth approvals commits The City to these costs without the certainty of revenues. This risk is mitigating by considering incoming data in near real-time as supply and demand trends shift.

Long Term Investment Commitment

Approving a Growth Application begins a long term commitment to the capital and operating investments necessary to bring all City services to new residents and businesses. While initial operating costs are typically low (as populations are small and infrastructure is new), and triggered capital costs can be low or even zero if the area depends on previously made

investments to initiate development, it is important to prepare for significant operating and capital costs in the medium and long term as the area builds out.

Infrastructure investments still need to be made to complete servicing in previously approved new communities until they have reached full build out. The amount, which includes interchanges, Bus Rapid Transit, utility network upgrades and other City investments, is currently estimated at \$1.3 billion. The unfunded investments will be brought forward for budget consideration as the appropriate triggers are met, which is dependent on the pace of growth.

This infrastructure is funded through a mix of funding sources, only a portion of which is from off-site levies. Availability of off-site levy funding and other funding sources impacts the timing of infrastructure investments and delivery. This carries a risk of increasing the infrastructure deficit which may lead to lower levels of service in approved communities. This can be mitigated through budget prioritization emphasizing community completion and alignment with the pace of growth, and current and anticipated revenues.

The New Community Incremental Operating Cost Model, used in application evaluation, is subject to continuous refinement and only reflects a portion of citywide operating costs over a 15-year timeframe. It is not intended to be a complete representation of a new community's lifetime operating cost impact to The City. Approval of new communities creates a commitment to services and infrastructure indefinitely into the future.

Expectation Risk

Multiple Growth Applications requiring investment are concurrently under review. If numerous Growth Applications and related investments are recommended for consideration, expectations for funding and approval in the November budget deliberations may be created that cannot be met. Administration is working to mitigate this risk by considering financial capacity and citywide needs (both growth-related and non-growth) before and after the Growth Application is brought forward to Infrastructure and Planning Committee.

Relatedly, the recommendation on a Growth Application does not constitute an approval or endorsement with respect to an Outline Plan and/or Land Use Amendment. Administration does not make a determination on the suitability of proposed land uses for a site through the Growth Application process.

Environmental and Climate Risk

New community development increases greenhouse gas emissions at a faster pace than established area development, which leads to increased climate risk by removing natural assets that enhance resilience and increasing the exposure of infrastructure assets to climate hazards. Opportunities to mitigate these risks are introduced in subsequent stages of the approvals continuum.



Growth Application in the Providence Area Structure Plan (Ward 13), GA2023-001

IP2025-0338

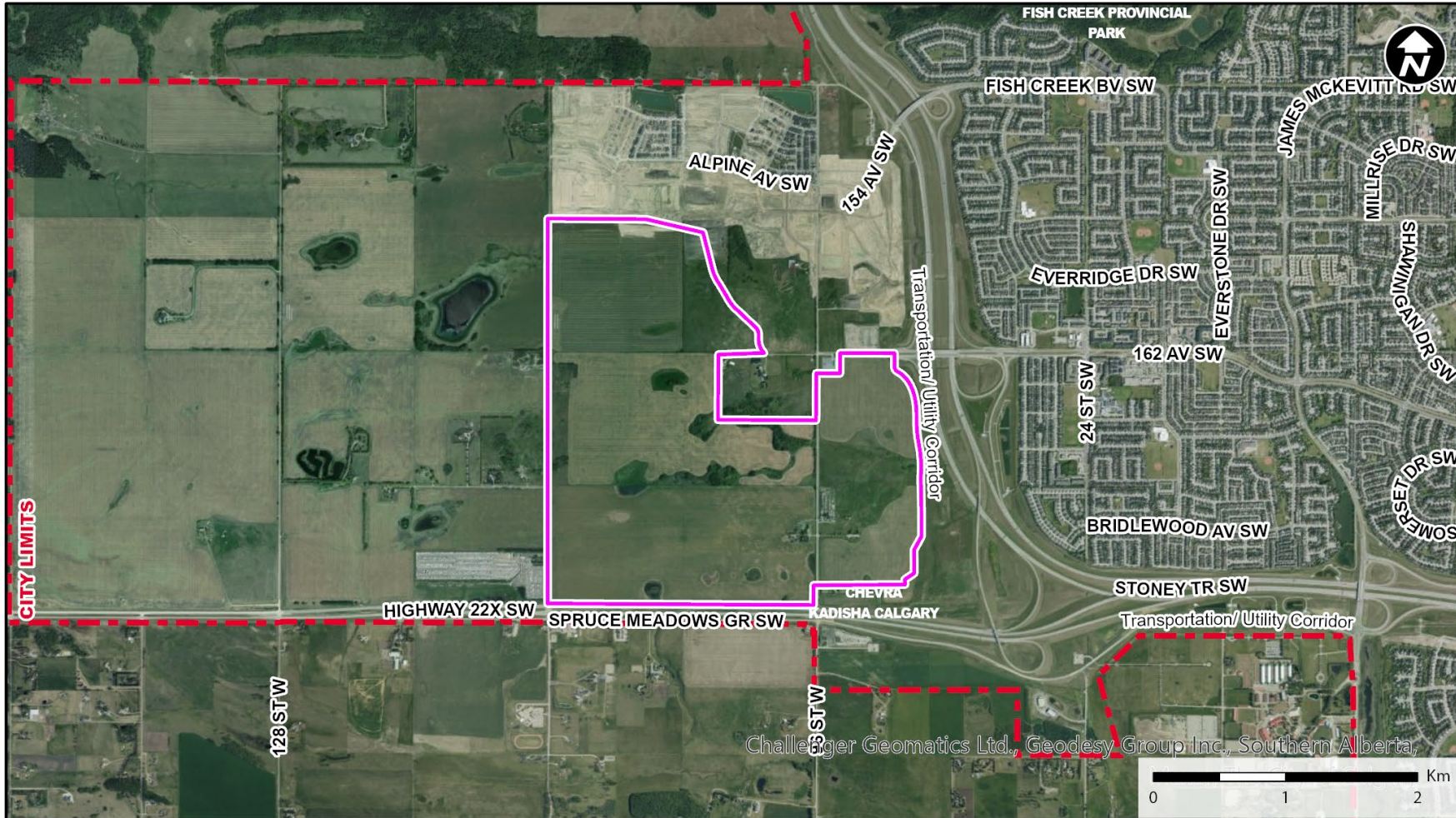
Infrastructure and Planning Committee | 2025 April 2

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to continue working with the applicant on the planning for future stages of capital infrastructure, including optimal timing of funding and delivery, to ensure the ability for continuity of growth in the Providence Area Structure Plan; and
2. Direct Administration not to consider the capital and operating investments needed to enable this Growth Application (GA2023-001) in the prioritization of investments in the 2025 November Adjustments.



Growth Application Context Map



Area Structure Plan:

Providence

Community:

Vermillion Hill, Alpine Park, Community B

Gross Developable Hectares:

±445ha

Proposed Homes:

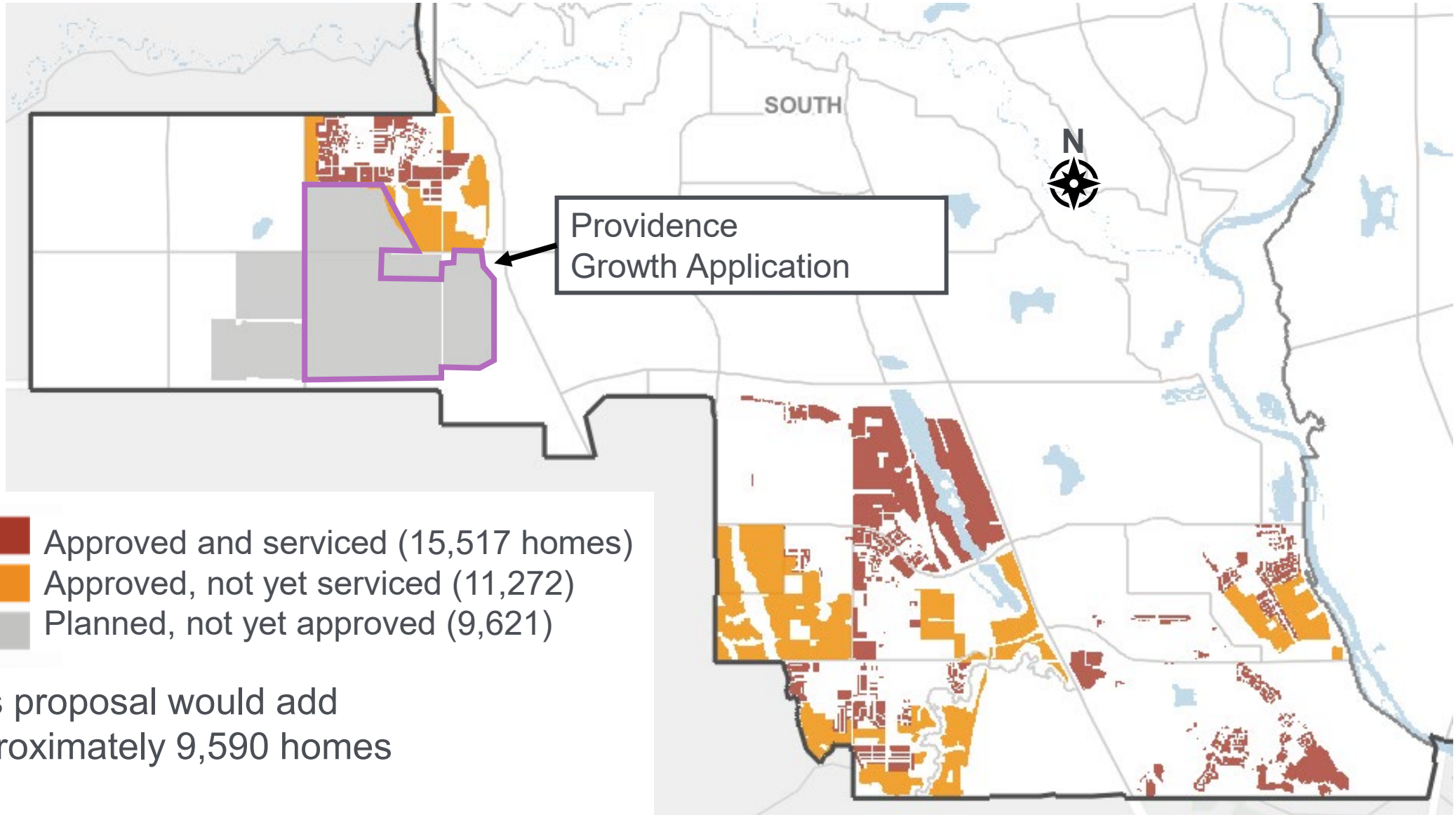
± 9,590 Homes

Proposed Commercial/Retail:

± 47,500m² commercial

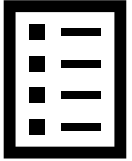


South Sector Land Supply Overview



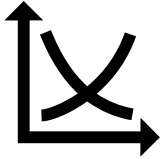
This proposal would add approximately 9,590 homes

1. Municipal Development Plan Alignment



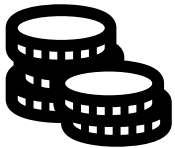
- a) Contiguous with Vermillion Hill and Alpine Park communities to the north
- b) Favourably located relative to schools and activity centres; unfavourably located relative to transit hubs, recreation centres, and libraries

2. Market Demand (as of May 2024)



- a) South sector has seven new communities at various stages of development
- b) Five to seven years of approved and serviced land and additional four to five years of approved but not yet serviced land remaining

3. Financial Impact (if the Growth Application is to be considered)



- a) Favourable New Community Operating Cost Model review
- b) Current budget cycle 2026 requires:
 - i. No capital investment
 - ii. No base operating investments
- c) Future budget cycles 2027+ requires:
 - i. \$525M capital investment (\$231M to enable and \$294M for continued growth)
 - ii. \$11.84M annual base tax-supported operating investment after final buildout

That the Infrastructure and Planning Committee recommend that Council:

1. Direct Administration to continue working with the applicant on the planning for future stages of capital infrastructure, including optimal timing of funding and delivery, to ensure the ability for continuity of growth in the Providence Area Structure Plan; and
2. Direct Administration not to consider the capital and operating investments needed to enable this Growth Application (GA2023-001) in the prioritization of investments in the 2025 November Adjustments.

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 April 02**

**ISC: UNRESTRICTED
IP2025-0251**

Land Use Bylaw Housekeeping Amendments

PURPOSE

This report recommends housekeeping amendments to Land Use Bylaw 1P2007 to address recurring issues identified during the planning application process.

PREVIOUS COUNCIL DIRECTION

None.

RECOMMENDATIONS:

That the Infrastructure and Planning Committee:

1. Forward this report to the 2025 May 6 Public Hearing of Council; and
2. Recommend that Council:
 - (a) Give three readings to the proposed amendments to the Land Use Bylaw 1P2007 (Attachment 2); and
 - (b) Adopt, by resolution, the proposed amendments to the Child Care Service Policy and Development Guidelines (Attachment 3).

GENERAL MANAGER COMMENTS

General Manager Debra Hamilton concurs with this report. The proposed recommendations address feedback and support efficiencies in the approvals process for Calgarians.

HIGHLIGHTS

- The proposed amendments streamline process, reduce timelines and costs for applicants, and focus on enabling housing and services for families.
- The proposed amendments were informed by monitoring feedback from development applications and engaging with City staff.
- Most of the proposed amendments are minor changes to the low-density residential rules that currently result in the need for unnecessary relaxations, development permits and added costs to housing.
- An amendment is proposed to remove the requirement for a land use change and public hearing for a child-care business wanting to locate in an existing approved building in a residential district.
- Other amendments are technical in nature and provide clearer, easier to understand language.

Land Use Bylaw Housekeeping Amendments

DISCUSSION

Land Use Bylaw 1P2007 (the Bylaw) is periodically amended to address recurring issues and support its continued functionality. These types of amendments are called “housekeeping” as they are minor in scope and technical in nature.

This report recommends 12 Bylaw amendments to address opportunities for improvement.

Administration is recommending the following changes to the Bylaw:

- Six amendments to setback, parcel coverage, mobility storage and other rules that are inadvertently resulting in unnecessary development permits, relaxations, and added costs, creating a barrier to the development of new housing.
- Three textual amendments providing clearer language making the Bylaw easier to understand.
- Two amendments that provide more operational flexibility for health care services and special functions.
- One amendment allowing for the discretionary use of child care services in an existing approved building within residential districts. This amendment would eliminate the need for a land use amendment and public hearing. To align with this change, the Child Care Service Policy and Development Guidelines (Attachment 3) is proposed to be amended.

Attachment 4 provides a detailed summary and list of benefits of the proposed amendments.

A redline version of the Bylaw showing the proposed amendments is provided in Attachment 5.

EXTERNAL ENGAGEMENT AND COMMUNICATION

- | | |
|---|--|
| <input type="checkbox"/> Public engagement was undertaken | <input type="checkbox"/> Dialogue with interested parties was undertaken |
| <input checked="" type="checkbox"/> Public/interested parties were informed | <input type="checkbox"/> Public communication or engagement was not required |

Communication Overview – External Interested Parties

Administration worked with key external parties including the Federation of Calgary Communities, Building Industry and Land Development Association – Calgary Region and the Calgary Inner City Builders Association to keep them informed, answer questions and help them understand the proposed changes and how they may affect their members. Two information sessions were held in Q1 2025, and a third will be hosted by the Federation of Calgary Communities and the City prior to the public hearing for interested Community Association members.

Communication Overview – Public

[The Land Use Bylaw webpage](#) was updated on 2025 February 28 to include a summary of the proposed amendments, frequently asked questions, and the project timeline.

Land Use Bylaw Housekeeping Amendments

Calgary Planning Commission (CPC) Closed Session

A closed session workshop with Calgary Planning Commission was held on 2025 February 27. The workshop focused on providing a technical review of the proposed amendments. There was general support for the proposed amendments and the feedback provided was used to finalize the proposed amendments. Attachment 6 provides a summary of the workshop.

IMPLICATIONS

Social

The proposed amendments align with Home is Here - The City of Calgary's Housing Strategy 2024-2030 and specifically supports outcome 1c: “amend and streamline planning policy and process to allow for diverse housing” by making it faster and more affordable to create more homes.

Making it easier for child-care services to locate in residential areas contributes to building complete communities. Child-care services enable families in the neighbourhood to interact and support each other, strengthening neighbourhood ties.

Environmental

Improvements to consistency and efficiency of the planning application process contributes to achieving a more compact city. Allowing for child-care services to be located within neighbourhoods supports active transportation and public transit and the re-use of existing buildings.

Economic

The proposed amendments create more flexibility for businesses and contribute to a more efficient planning application process which saves costs and time for applicants. Making housing easier to build creates employment opportunities and supports local businesses. Providing more child-care options for families creates jobs and stimulates the economy by supporting working parents.

Service and Financial Implications

No anticipated financial impact

RISK

If the amendments to the Land Use Bylaw are not approved there is a risk that applicants, homeowners and renters will continue to experience unnecessary costs and time delays resulting in fewer homes available to Calgarians. Not approving other amendments would limit flexibility for businesses and confusing and unclear language would remain in the Bylaw. These changes represent Administration’s ongoing effort to improve the planning process by providing value through file review and creating increasingly streamlined planning approvals.

**Planning & Development Services Report to
Infrastructure and Planning Committee
2025 April 02**

**ISC: UNRESTRICTED
IP2025-0251**

Land Use Bylaw Housekeeping Amendments

ATTACHMENT(S)

1. Background and Previous Council Direction
2. Proposed Amendments to Land Use Bylaw 1P2007
3. Proposed Amendments to the Child Care Service Policy and Development Guidelines
4. Summary of Amendments to Land Use Bylaw 1P2007
5. Proposed Amendments to Land Use Bylaw 1P2007 Redline Copy
6. Summary of CPC Closed Session
7. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton	Planning and Development Services	Approve
Kathy Davies Murphy	Planning and Development Services	Approve
Teresa Goldstein	Planning and Development Services	Consult
Brenda Desjardins	Planning and Development Services	Consult
Jill Floen	Law	Consult

Author: S. Whalen – City and Regional Planning

Background and Previous Council Direction

Background

Land Use Bylaw 1P2007 came into effect on 2008 June 01. The Land Use Bylaw Sustainment Team was formed to ensure that the provisions of the Bylaw are clear, consistent and easy to interpret. Meetings are held on a regular basis with stakeholders to monitor the Land Use Bylaw. As a result of these meetings and other monitoring activities, housekeeping amendments are proposed to address minor changes that do not form part of larger projects.

This report recommends 12 Bylaw amendments that have been identified by Administration that improve the planning application review process and remove regulatory inconsistencies.

Previous Council Direction

None.

Proposed Amendments to Land Use Bylaw 1P2007

1. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:
 - (a) Delete subsection 13(90.3) in its entirety.
 - (b) Amend subsection 34(1) by deleting “of” after “does not comply with all”.
 - (c) Amend subsection 34(1)(a) by adding “online for the public” after “publish a notice”.
 - (d) Amend subsection 34(1)(b)(i) by deleting “21 day”.
 - (e) Amend subsection 34(1)(b)(ii) by adding “filed within the appeal period,” after “in the case of an appeal to the **Appeal Body**,” and deleting “or the Alberta Court of Appeal in the case of an appeal or leave to appeal of a decision of the **Appeal Body**”.
 - (f) Amend subsection 39(1)(b)(i) by deleting “21 day”.
 - (g) Amend subsection 39(1)(b)(ii) by adding “filed within the appeal period,” after “in the case of an appeal to the **Appeal Body**,” and deleting “or the Alberta Court of Appeal in the case of an appeal or leave to appeal of a decision of the **Appeal Body**”.
 - (h) Delete subsections 44(8.1) and 44(8.2).
 - (i) Delete subsection 204(a) and replace with the following:

“(a) means a **use** that provides physical and mental health services for both inpatient and outpatient care. Services may be preventative, diagnostic, treatment, therapeutic, rehabilitative, or counselling nature;”
 - (j) Add a new subsection 204(b.1) as follows:

“(b.1) allows for the recovery from surgical services or other medical treatment which may include overnight stays where the **use**:

 - (i) is not located within those areas identified in the Calgary International Airport Vicinity Protection Area Regulation as falling within Noise Exposure Forecast contours 30-40+; and

- (ii) does not include emergency, intensive, or long-term care”.
- (k) Amend subsection 308(a)(i) by adding “neighbourhood activation,” after “birthday,”.
- (l) Add subsection 527(6) as follows:
- “(6) The following is an additional **discretionary use** where located within an existing approved **building**:
- (a) **Child Care Service.**”
- (m) Delete Section 540.1 “Fences” and replace with the following:
- “540.1 Fences for Rowhouse Buildings
- For a **Rowhouse Building**, the height of a **fence** above **grade** at any point along a **fence** line must not exceed:
- (a) 1.2 metres for any portion of a **fence** extending between the foremost front façade of the immediately adjacent **main residential building** and the **front property line**;
- (b) 2.0 metres in all other cases; and
- (c) 2.5 metres at the highest point of a gate that is not more than 2.5 metres in length.”.
- (n) Delete subsection 546.1 in its entirety.
- (o) Amend subsection 546.2(1) by deleting “or **mobility storage locker**” and adding “.” after **private garage**.
- (p) Renumber subsection 547.2 to 547.2(1).
- (q) Add subsection 547.2(2) as follows:
- “(2) The following is an additional **discretionary use** where located within an existing approved **building**:
- (a) **Child Care Service**”.
- (r) Amend subsection 547.12(2) and (3) by deleting “where all the required **motor vehicle parking stalls** are provided in a **private garage**”.
- (s) Amend subsection 547.12(4) by deleting the following and adding a period at the end of the sentence:

“where all the required **motor vehicle parking stalls**:

- (a) are provided in a **private garage**; and
- (b) have direct, individual access to the **lane**.”.

(t) Amend subsection 573(d) as follows:

“(d) **Secondary Suite** that is not combined with a **Multi-Residential Development**.”.

(u) Amend Section 1126(3) by deleting “gross”.

(v) Renumber subsection 1388 to 1388(1).

(w) Add subsection 1388(2) as follows:

“(2) The following is an additional **discretionary use** where located within an existing approved **building**:

- (a) **Child Care Service**.”.

(x) Delete subsection 1392(2) and replace with the following:

“(2) The maximum **parcel coverage** referenced in subsection (1), must be reduced by:

- (a) 21.0 square metres where one **motor vehicle parking stall** is required on a **parcel** that is not located in a **private garage**; and
- (b) 19.0 square metres for each required **motor vehicle parking stall** that is not located in a **private garage** where more than one **motor vehicle parking stall** is required on a **parcel**.”.

(y) Delete subsection 1402(1) and replace with the following:

“(1) For **developments** of three **units** or more, **landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.”

(z) Add new subsection 1402(1.1) as follows:

“(1.1) For **developments** of two **units** or less, the General Landscaping Rules of Section 346.1 apply.”

- (aa) Delete Section 1412 in its entirety.
 - (bb) Amend Section 1413 by deleting “or **mobility storage locker**” and adding “.” after **private garage**.
2. This Bylaw comes into force on the date it is passed.

Proposed Amendments to the Child Care Service Policy and Development Guidelines

1. The Child Care Service Policy and Development Guidelines, as amended, is hereby further amended as follows:

Child Care Service Policy and Development Guidelines

Adopted by Council resolution on June 1, 2009

Amended by PUD2021-0649 on June 21, 2021

Objectives

To ensure there are opportunities to develop accessible child care services of different sizes in a variety of land use districts.

To provide for development guidelines to manage the impact of child care services in low density residential areas and to aid in the use of discretion for child care services in other contexts.

Definitions

Home Based child care – the incidental use of a residence to provide care and supervision to a limited number of children under the age of 13 years while their parents or guardians are not on the premises

Child care service – a facility or space specifically built or adapted to provide care and supervision to 7 or more children under the age of 13 years while their parents or guardians are not on the premises. Child Care Services are not typically located within a residence and are considered a principal use of a site.

Low density residential area – any area of land that is designated with a low density residential ~~district~~ or housing district pursuant to Land Use Bylaw 1P2007.

A. Overall Policy

- A.1 *Home based child care* and *child care services* are an integral part of complete communities, which should include a variety of uses which are accessible to residents and business in order to serve their day-to-day needs.
- A.2 *Home based child care* for up to 6 children is considered an incidental use of a dwelling unit, when the operator of the use is a resident of the dwelling, and should be allowed as a permitted use in all low density residential areas.
- A.3 *Child care service* may be allowed as a discretionary use in an existing residential building ~~be appropriate~~ in a low density residential area depending on context. ~~Sites for proposed child care services should be considered for land use redesignation provided the site meets the site selection criteria and development guidelines contained within this policy.~~ If *child care service* is proposed in a new building, and the site meets the site selection criteria and development guidelines in this policy, it should be considered for land use redesignation.

- A.4 ~~Where a land use amendment is required to allow for Child Care Service within an existing low density residential building a Direct Control District with a low density residential base district should be used, with the additional use of Child Care Service.~~ To support a Child Care Service in a new or existing institutional or commercial building in a low density residential area, the Special Purpose - Community Institution District should be considered as an appropriate land use district.
- A.5 *Child care services* may be a compatible and complementary use to many community facilities, such as schools, community recreation facilities and places of worship.
- A.6 *Child care services* may be allowed as a discretionary use in all multi-residential areas, neighborhood or community commercial areas and work place contexts.
- A.7 *Child care services* are encouraged to locate in proximity to LRT stations when they provide convenient access to community residents and nearby workers.
- A.8 Ongoing communication between the operator and the surrounding neighbours is key to the success of *home based child care* and *child care services*. Initiatives such as a Good Neighbour Agreement are encouraged to encourage accountability and cooperation to build relationships responsive to the needs of neighbours and the service provider.

B. Child Care Service

Low Density Residential Areas

Application

- B.1 The policies in this section are intended to apply to *child care services* that propose to locate within a low density residential area ~~and where a land use redesignation is required.~~

Site Selection Criteria

- B.2 *Child care services* in *low density residential area* should be located in relationship to activity focus areas such as schools, community centres, recreation facilities, parks and local commercial areas. These locations provide for natural hubs for communities and already experience higher levels of traffic and activity.
- B.3 *Child care services* should be located on a site that can provide sufficient staff parking and pick-up and drop-off parking. The site should not front a bus zone, or a location planned for a bus zone in the future, as this may impair pick-up and drop-off parking.
- B.4 *Child care services* must be located on sites large enough to accommodate outdoor play areas for the type of child care being proposed. The Province sets these standards via the *Child Care Licensing Act*.
- B.5 *Child care services* should be located on collector streets, which already carry higher levels of traffic than local streets. Locations near collector and major streets may also be considered provided access to the facility does not draw traffic through the community.

- B.6 *Child care services* should be located on corner parcels to minimize impact on adjoining residential uses. Corner parcels are also ideal for providing dual-frontages for the provision of pick-up and drop-off access.
- B.7 While corner parcels are preferred, non-corner parcels may be appropriate where the *child care service* is: on a parcel sharing a side property line with a lane; on a parcel with significant frontage and parcel area; or on a parcel located on the same block as other community services. Consideration should be given to the separation of the *child care service* from other nearby residential buildings; the locations of proposed play areas relative to the amenity space of adjoining properties; and the amount of frontage or on-site area to accommodate pick-up and drop-off parking. Each site should be evaluated on its own merits, and the proposed intensity of the *child care service* and its potential impact on adjoining properties should be the primary considerations.
- B.8 Concentration of *child care services* in an area should be avoided. Any cumulative impacts of this use on the character of the area should be considered in evaluating the application. Considerations should include whether there is more than one *child care service* on the same block, or whether a residential property will be unduly impacted due to more than one *home-based child care* or *child care service* in close proximity.

Development Guidelines

- B.9 Motor vehicle parking and pick-up and drop-off stalls should be provided as set out in Land Use Bylaw 1P2007
- B.10 For *child care services* proposed on a parcel originally intended for a residential use, the provision of pick-up and drop-off parking stalls may occur on-site, or on a designated area of an adjoining street subject to the approval of the Development Authority.
- B.11 For purpose-built *child care services*, the interior of the facility should be designed to orient activities such as ingress or egress away from side setback areas that may affect an adjoining residential use. Windows that open or overlook an adjoining residential use are discouraged.
- B.12 For *child care services* proposed in a building originally intended for a residential use, ingress or egress should not occur in a side setback area that may affect an adjoining residential use. Existing windows that may open or overlook an adjoining residential use may be required to be obscured or remain closed as a condition of a development permit
- B.13 *Child care services* located on a residential block face should have a similar scale and building coverage that would normally apply to residential uses on the same block face.
- B.14 If an outdoor play area is provided on the same site as the *child care service*, it must be appropriately enclosed by a fence, and must comply with the maximum heights for fences in *low density residential areas* set out in Bylaw 1P2007.
- B.15 Outdoor play structures should not be located within side setback areas when there is an adjoining residential use
- B.16 An outdoor play space may be located in a front setback area, provided it is enclosed and does not adversely affect the residential streetscape. Large-scale play structures in front setback

areas are discouraged. On corner sites, the front setback area is considered to be the setback area that is located on the principal residential block face.

- B.17 When evaluating a development permit application for a *child care service*, the Development Authority may restrict the number of children permitted in the facility at any one time in order to mitigate any concerns or impacts on adjoining properties.
- B.18 *Child care services* must provide soft surface landscaping in all areas not designated as play areas or vehicular areas. The amount and type of landscaping should be determined at the development permit stage, but it is intended that landscaping be used to buffer and screen the *child care service* from any adjoining residential uses.
- B.19 Identification signage for *child care services* in *low density residential areas* is limited to one sign with a maximum sign area of 0.75 square metres in order to reinforce visual compatibility.

C. Child Care Service

Community Service Facilities

Application

- C.1 The policies in this section are intended to apply to *child care services* operating within community service facilities such as schools, community recreation facilities and places of worship.

Development Guidelines

- C.2 *Child care services* proposed in community recreation facilities located on parcels designated as Municipal Reserve must demonstrate compliance with The City of Calgary's *Public Use Policy* prior to the issuance of a development permit.
- C.3 *Child care services* should have adequate pick up and drop-off parking. In the case of before and after school care programs operating within a school building, no additional pick up and drop-off parking should be required.
- C.4 *Child care services* located within a community service facility may share parking stalls with the primary use provided sufficient parking for the child care use exists on-site.

D. Child Care Service

Multi-residential, Commercial and Transit Oriented Development Areas Application

- D.1 The policies in this section are intended to apply to *child care services* that propose to locate within multi-residential, commercial and transit oriented development areas.

Development Guidelines

- D.2 *Child care services* must be located in buildings and on parcels that can accommodate indoor play areas and staff parking.
- D.3 If an outdoor play area is provided on the same parcels as the *child care service*, it must be appropriately fenced.
- D.4 Any outdoor play structures are encouraged to be oriented to the interior of the play area, whereas locating play structures along side setback areas should be avoided so as to limit their impact on adjoining properties.
- D.5 *Child care services* should have adequate short term pick up and drop-off parking located on the parcel containing the use. Parking relaxations for pick-up and drop-off stalls should be considered for *child care services* located in a work-place context.

Summary of Amendments to Land Use Bylaw 1P2007

Proposed Housekeeping Amendments Benefits and Themes

Proposed Amendment		Consistency	Efficiency	Reducing barriers	Housing
Enabling Housing					
1.	Rear setback rule in R-G			✓	✓
2.	Aligning parcel coverage and private garage rules in H-GO and R-CG	✓	✓	✓	✓
3.	Mobility storage lockers			✓	✓
4.	Secondary suites in multi-residential districts	✓	✓	✓	✓
5.	Landscaping rules in H-GO	✓	✓	✓	✓
6.	Fence rules in R-CG	✓			
Clearer Language					
7.	Textual clarity for notification of decision for development permits	✓		✓	
8.	Textual error in 1126 (3)	✓			
9.	Removal of expired text	✓			
Business Flexibility					
10.	Overnight stays in health care services		✓	✓	
11.	Update to the special function – class 1 use	✓		✓	
Child Care Service					
12.	Removing the requirement for a land use amendment and public hearing for child-care service in an existing building		✓	✓	

1. Rear setback rule in R-G

Issue:

The Bylaw requires that a secondary suite in the Residential - Low Density Mixed Housing (R-G) (R-Gm) District provide one motor vehicle parking stall. This stall may be in the garage or on the driveway. If the parking stall is in the front driveway the existing rear building setback rules are inadvertently resulting in an applicant having to apply for a development permit for a relaxation on the setback distance.

Proposed Solution:

Remove unnecessary language in the rear setback rule describing the location of the required parking stall. Parking for the suite will still be required and can continue to be provided in either the garage or driveway and be subject to all other relevant rules.

Land Use Bylaw sections or districts impacted by the amendment:

Residential - Low Density Mixed Housing (R-G) (R-Gm) District.

2. Aligning parcel coverage and private garage rules in H-GO and R-CG

Issue:

When required motor vehicle parking stalls are not provided in a private garage the Bylaw reduces the allowable parcel coverage on the parcel to ensure there is sufficient space on the parcel for a garage to be built in the future.

Currently the Housing – Grade Oriented (H-GO) District rules and the Residential – Grade-Oriented Infill (R-CG) District have different rules for this situation.

Proposed Solution:

Amend the H-GO district to align with the R-CG district. This change creates consistency across districts and does not change or reduce the required parking stalls that are provided for the development.

Land Use Bylaw sections or districts impacted by the amendment:

Housing – Grade Oriented (H-GO) District.

3. Mobility storage lockers

Issue:

The Bylaw requires that developments within the Residential – Grade-Oriented Infill (R-CG) District and the Housing – Grade Oriented (H-GO) District provide mobility storage lockers when units or suites are not provided with a parking stall in a private garage. These facilities allow for a secure place to store mobility vehicles like bikes and e-scooters. Administration has learned that required fireproofing has created an unexpected cost that is creating a barrier to delivering housing.

Proposed Solution:

Remove the requirement for mobility storage lockers as this requirement is resulting in undue costs for the construction of more housing. A comprehensive review of bike parking is underway as part of the new Zoning Bylaw to ensure better outcomes for residents and home builders.

Land Use Bylaw sections or districts impacted by the amendment:

Housing – Grade Oriented (H-GO) District and the Residential – Grade-Oriented Infill (R-CG) District.

4. Secondary suites in multi-residential districts

Issue:

Occasionally in multi-residential districts low-density residential development occurs such as the construction of a single-detached dwelling, or additions to an existing home. In those instances, the development is guided by the low-density residential rules rather than the multi-residential rules. However, if that single-detached dwelling were to also include a secondary suite, there is currently a Bylaw discrepancy that would require the suite to follow the multi-residential rules rather than the low-density rules.

Proposed Solution:

Amend the multi-residential district rules to clarify that a secondary suite when combined with low-density residential development located in a multi-residential district uses the low-density residential rules.

Land Use Bylaw sections or districts impacted by the amendment:

All Multi-Residential Land Use Districts.

5. Landscaping Rules in H-GO

Issue:

The Housing – Grade Oriented (H-GO) District currently has one set of landscaping rules that apply to all types of developments in the district. Developments of two units or less, are currently subject to landscaping requirements that are unnecessarily complex relative to the development.

Proposed Solution:

Amend the H-GO district that would allow for development for two or less units to follow the typical landscaping rules for single and semi-detached dwellings.

Land Use Bylaw sections or districts impacted by the amendment:

Housing – Grade Oriented (H-GO) District.

6. Fence rules in R-CG

Issue:

Fencing rules in the Residential – Grade-Oriented Infill (R-CG) District are inconsistent with the other low-density residential districts in the Bylaw.

Proposed Solution:

Amend the R-CG district so that all development except rowhouses follow the same fence rules.

Land Use Bylaw sections or districts impacted by the amendment:

Residential – Grade-Oriented Infill (R-CG) District.

7. Textual clarity for notification of decision for development permits

Issue:

The Bylaw does not state that the required advertising for a permitted use development permit that does not meet the rules of the Bylaw can be done online.

The Bylaw references a 21 day “appeal period” however the Municipal Government Act regulates the “appeal period” and is subject to change by the Province. Changes by the Province would require subsequent Bylaw amendments.

Proposed Solution:

Amend the Bylaw to allow permitted use development permits that do not meet the rules of the Bylaw to be advertised online, and remove the reference to the 21 day appeal period.

Land Use Bylaw sections or districts impacted by the amendment:

Part 2, Division 4, section 34, and Part 2, Division 5, section 39

8. Textual error in sections 1126 (3)

Issue:

Section 1126 (3) incorrectly includes the word “gross” before “floor area ratio.”

Proposed Solution:

Delete the word “gross”.

Land Use Bylaw sections or districts impacted by the amendment:

Centre City Multi-Residential High Rise (CC-MH) District

9. Removal of expired text

Issue:

In response to a cannabis license moratorium from Alberta Gaming, Liquor and Cannabis (AGLC), a temporary rule allowing for the extension of the commencement date for development permits to be extended was added to the Bylaw. The rule has since expired and is no longer needed.

Proposed Solution:

Delete the rule to remove unnecessary text.

Land Use Bylaw sections or districts impacted by the amendment:

Part 2, Division 6, section 44 (8.1).

10. Overnight stays in health care services

Issue:

The Bylaw does not allow health care service uses, such as a birthing centre or a facility conducting sleep studies, overnight stays for their patients. To allow this, a land use change for a direct control and a public hearing are required. This uncertain process is time consuming and expensive for these businesses.

Proposed Solution:

Amend the definition of health care service to allow for overnight stays of patients for medical purposes.

Land Use Bylaw sections or districts impacted by the amendment:

Proposed change to the definition of Health Care Services.

11. Update to the special function – class 1

Issue:

The definition of special function - class 1 limits the type of temporary events it allows.

Proposed Solution:

Amend the definition of special function – class 1 to include “neighbourhood activation” to allow for more flexibility in the types of events that can occur.

Land Use Bylaw sections or districts impacted by the amendment:

Proposed change to the defined use of Special Function – Class 1.

12. Removing the requirement for a land use amendment and public hearing for child-care service in an existing building

Issue:

Currently if a child-care service wants to locate in a low-density residential district a land use change for a direct control district and a public hearing is required. This process is required for both the construction of a new building and for a child-care service to locate in an existing approved building. This uncertain process is time consuming and expensive for businesses.

Proposed Solution:

Amend the Bylaw to allow a child-care service as a discretionary use in existing approved buildings in the low-density residential districts. The construction of a new building for a child-care service will still require a land use change and public hearing.

The [Child Care Service Policy and Development Guidelines](#) will be used during the review of the discretionary development permit application. Allowing child-care service as a discretionary use in these districts makes it easier to locate this service within the neighbourhoods they serve.

Land Use Bylaw sections or districts impacted by the amendment:

Residential – Grade-Oriented Infill (R-CG) District, the Residential - Low Density Mixed Housing (R-G) (R-Gm) District and the Housing – Grade Oriented (H-GO) District.

Proposed Amendments to Land Use Bylaw 1P2007 Redline Copy

Enabling Housing

Rear setback rule in R-G

- 547.12** (1) Unless otherwise referenced in subsections (2), (3) or (4) the minimum **building setback** from a **rear property line** is 7.5 metres.
- (2) On a **laneless parcel** the minimum **building setback** from a **rear property line** is 5.0 metres. ~~where all the required motor vehicle parking stalls are provided in a private garage.~~
- (3) The minimum **building setback** from a **rear property line** shared with a **carriage house lot** is 1.2 metres. ~~where all the required motor vehicle parking stalls are provided in a private garage.~~
- (4) On a **laned parcel** the **minimum building setback** from a **rear property line** shared with a **lane** is 0.6 metres. ~~where all the required motor vehicle parking stalls:~~
- ~~(a) are provided in a private garage; and~~
- ~~(b) have direct, individual access to the lane.~~
- (5) For a **development** subject to subsection (4) the provisions referenced in section 338 regarding projections into the **rear setback area** do not apply.
- (6) For a **development** subject to subsection (4) eaves may project 0.3 metres into the **rear setback area**.

Aligning parcel coverage and private garage rules in H-GO and R-CG

- 1392** (1) Unless otherwise referenced in subsection (2), the maximum cumulative **building coverage** over all the **parcels** subject to a single **development permit** containing one or more **Dwelling Units** is:
- (a) 45.0 per cent of the area of the **parcels** subject to a single **development permit** for a **development** with a **density** of less than 40 **units** per hectare;
- (b) 50.0 per cent of the area of the **parcels** subject to a single **development permit** for a **development** with a **density** 40 **units** per hectare or greater and less than 50 **units** per hectare;

- (c) 55.0 per cent of the area of the **parcels** subject to a single **development** permit for a **development** with a **density** of 50 **units** per hectare or greater and less than 60 **units** per hectare; or
- (d) 60.0 per cent of the area of the **parcels** subject to a single **development permit** for a **development** with a **density** of 60 **units** per hectare or greater.
- ~~(2) The maximum **parcel coverage** referenced in subsection (1), must be reduced by 21.0 square metres for each **motor vehicle parking stall** provided on a **parcel** that is not located in a **private garage**.~~
- ~~(2) The maximum **parcel coverage** referenced in subsection (1), must be reduced by:~~
- ~~(a) 21.0 square metres where one **motor vehicle parking stall** is required on a **parcel** that is not located in a **private garage**; and~~
- ~~(b) 19.0 square metres for each required **motor vehicle parking stall** that is not located in a **private garage** where more than one **motor vehicle parking stall** is required on a **parcel**.~~
- ~~(3) In all other cases, the maximum **parcel coverage** is 45.0 per cent.~~

Mobility storage lockers

~~13 (90.3) “**Mobility storage locker**” means a secure **building**, or portion of a **building**, that:~~

- ~~(a) has a door with minimum width of 0.9 metres that has direct access to **grade**;~~
- ~~(b) has a minimum length of 2.8 metres;~~
- ~~(c) has a minimum width of 1.2 metres; and~~
- ~~(d) has a minimum height of 1.8 metres.~~

Mobility Storage

~~546.1 (1) The minimum number of **mobility storage lockers** is calculated based on the sum of all **units** and **suites** at a rate of 0.5 lockers per **unit** or **suite** where a **unit** or **suite** is not provided a **motor vehicle parking stall** located in a **private garage**.~~

~~(2) Notwithstanding subsection (1), there is no requirement for **mobility storage lockers** for **parcels** with two or less **Dwelling Units**.~~

~~546.2 (1) The minimum number of **bicycle parking stalls – class 1** is calculated based on the sum of all **units** and **suites** at a rate of 1.0 stall per **unit** or **suite** where a **unit** or **suite** is not provided a **motor vehicle parking stall** located in a **private garage**. ~~or **mobility storage locker**.~~~~

Mobility Storage

~~1412~~ The minimum number of **mobility storage lockers** is calculated based on the sum of all **units** and **suites** at a rate of 0.5 lockers per **unit** or **suite** where a unit or suite is not provided a **motor vehicle parking stall** located in a **private garage**.

1413 The minimum number of **bicycle parking stalls – class 1** is calculated based on the sum of all **units** and **suites** at a rate of 1.0 stall per **unit** or **suite** where a **unit** or **suite** is not provided a **motor vehicle parking stall** located in a **private garage**. ~~or **mobility storage locker**.~~

Secondary Suites in multi-residential districts

573 Any of the following uses must comply with the rules of the R-CG District that apply to such **development**:

- (a) **Accessory Residential Building** that is not combined with a **Multi-Residential Development**;
- (b) **Backyard Suite**;
- (c) **Duplex Dwelling**;
- (d) **Secondary Suite** that is not combined with a **Multi-Residential Development**;
- (e) **Semi-detached Dwelling**; or
- (f) **Single Detached Dwelling**.

Landscaping Rules in H-GO

1402 ~~(1)~~ ~~**Landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**.~~

(1) For **developments** of three **units** or more, **landscaped areas** must be provided in accordance with a landscape plan approved by the **Development Authority**

(1.1) For **developments** of two **units** or less the General Landscaping Rules of Section 346.1 apply.

(2) All areas of a **parcel**, except for those portions specifically required for motor vehicle access, **motor vehicle parking stalls**, **loading stalls**, garbage facilities, or any purpose allowed by the **Development Authority**, must be a **landscaped area**.

(3) All **setback areas adjacent** to a **street**, except for those portions specifically required for motor vehicle access, must be a **landscaped area**.

(4) **Amenity space** provided outdoors at **grade** must be included in the calculation of a **landscaped area**.

- (5) Any part of the **parcel** used for motor vehicle access, **motor vehicle parking stalls, loading stalls** and garbage or recycling facilities must not be included in the calculation of a **landscaped area**.
- (6) A minimum of 30.0 per cent of the **landscaped area** must be covered with **soft surfaced landscaping**.
- (7) All **soft surfaced landscaped area** must be irrigated by an underground irrigation system, unless otherwise provided by a **low water irrigation system**.
- (8) Mechanical systems or equipment that are located outside of a **building** must be **screened**.
- (9) The **landscaped areas** shown on the landscape plan approved by the **Development Authority** must be maintained on the **parcel** for so long as the **development** exists.

Fence rules in R-CG

Fences

~~540.1 The height of a **fence** above at any point along a **fence** line must not exceed 1.2 metres for any portion of a **fence** extending between the foremost front façade of the immediately adjacent **main residential building** and the **front property line**.~~

Fences for Rowhouse Buildings

~~540.1 For a **Rowhouse Building**, the height of a **fence** above **grade** at any point along a **fence** line must not exceed:~~

- ~~(a) 1.2 metres for any portion of a **fence** extending between the foremost front façade of the immediately adjacent **main residential building** and the **front property line**;~~
- ~~(b) 2.0 metres in all other cases; and~~
- ~~(c) 2.5 metres at the highest point of a gate that is not more than 2.5 metres in length.~~

Clearer Language

Textual clarity for notification of decision for development permits

34 (1) After approving a **development permit** application for a **permitted use** that does not comply with all ~~of~~ the applicable requirements and rules of this Bylaw, the **Development Authority** must:

- (a) publish a notice **online for the public** stating the location and **use** of the **parcel** for which the application has been approved; and
- (b) endorse the **development permit** as of the date of the decision, but must not release the permit to the applicant:
 - (i) before the **21-day** appeal period referred to in the *Municipal Government Act* has expired; or
 - (ii) in the case of an appeal to the **Appeal Body**, **filed within the appeal period**, until such time as the appeal has been fully dealt with by the **Appeal Body**, ~~or the Alberta Court of Appeal in the case of an appeal or leave to appeal of a decision of the Appeal Body~~; or the appeal has been withdrawn or abandoned.

39 (1) After approving a **development permit** application for a **discretionary use**, the **Development Authority** must:

- (a) publish a notice online for the public stating the location and **use** of the **parcel** for which the application has been approved; and
- (b) endorse the **development permit** as of the date of the decision, but must not release the permit to the applicant:
 - (i) before the **21-day** appeal period referred to in the *Municipal Government Act* has expired; or
 - (ii) in the case of an appeal to the **Appeal Body**, **filed within the appeal period**, until such time as the appeal has been fully dealt with by the **Appeal Body**, ~~or the Alberta Court of Appeal in the case of an appeal or leave to appeal of a decision of the Appeal Body~~; or the appeal has been withdrawn or abandoned.

Textual error in 1126 (3)

1126 (3) Unless otherwise referenced in subsections (1) to (2), where a **development** provides **units** with three or more bedrooms in the form of **Assisted Living, Dwelling Units, Live Work Units** or **Multi-Residential Development**, the **Development Authority** may exclude the three or more bedroom units from the **gross floor area ratio** calculation, up to a maximum of 15 per cent of the total units in the **development**.

Removal of expired text

~~44(8.1) Notwithstanding 44(8)(a), the **General Manager** may grant a request to extend the date before which **development** must commence for a change of use to a **Cannabis Store** solely for the purposes of accommodate a moratorium on the issuance of licenses from the Province, provided:~~

- ~~(a) no more than two extensions are granted for any **development permit**;~~
- ~~(b) the length of the extension is up to one year;~~
- ~~(c) the request is made in writing on a form approved by the **General Manager** and must be submitted with the fee as prescribed by resolution of **Council**; and~~
- ~~(d) the request is granted prior to the **development permit** lapsing.~~

~~(8.2) Subsection (8.1) remains in effect until December 31, 2021.~~

Business Flexibility

Overnight stays in health care services

204 “Health Care Service”

- ~~(a) — means a **use** that provides physical and mental health services on an out-patient basis. Services may be of a preventative, diagnostic, treatment, therapeutic, rehabilitative, or counselling nature;~~
- (a) means a **use** that provides physical and mental health services for both inpatient and outpatient care. Services may be preventative, diagnostic, treatment, therapeutic, rehabilitative, or counselling nature;
- ~~(b.1) allows for the recovery from surgical services or other medical treatment which may include overnight stays where the **use**:~~
- ~~(i) is not located within those areas identified in the Calgary International Airport Vicinity Protection Area Regulation as falling within Noise Exposure Forecast contours 30-40+; and~~
- ~~(ii) does not include emergency, intensive, or long-term care.~~
- (c) is a **use** within the Care and Health Group in Schedule A to this Bylaw;
- (d) does not require **bicycle parking stalls – class 1**; and
- (e) requires a minimum of 1.0 **bicycle parking stalls – class 2** per 250.0 square metres of **gross usable floor area**.

Update to the special function – class 1 use

308 “Special Function – Class 1”

- (a) means a **use** where temporary structures are erected on a **parcel**:
- (i) that allow for an education, recreational, sporting, social, and worship event that includes, but is not limited to a wedding, circus, birthday, **community event**, trade show and ceremony; or
- (ii) that allow an existing approved **use** to expand within the parcel that includes, but is not limited to a grand opening, customer appreciation event, staff appreciation event and sale;

- (b) means a **use** that may allow for the provision of entertainment or the sale and consumption of liquor but does not include a **Special Function – Class 2**;
- (c) is a **use** within the Subordinate Use Group in Schedule A to this Bylaw;
- (d) may only be located on a **parcel**, excluding the time used to erect and dismantle the temporary structures, for a maximum of:
 - (i) 60 consecutive days; and
 - (ii) 120 cumulative days in a calendar year;
- (f) has a maximum height for covered temporary structures of one **storey**;
- (g) may be temporarily located on any part of the **parcel**, other than a **corner visibility triangle**;
- (h) does not require **motor vehicle parking stalls**; and
- (i) does not require **bicycle parking stalls – class 1 or class 2**.

Child Care Service

Removing the requirement for a public hearing for child-care service in an existing building

527 (6) The following is an additional **discretionary use** where located within an existing approved **building**:

(a) Child Care Service.

547.2 (1) The following uses are **discretionary uses** in the Residential — Low Density Mixed Housing District:

- (a) **Addiction Treatment;**
- (b) **Assisted Living;**
- (c) **Bed and Breakfast;**
- (d) **Community Entrance Feature;**
- (e) **Cottage Housing Cluster;**
- (f) **Custodial Care;**
- (g) **Deleted 28P2021**
- (h) **Home Occupation — Class 2;**
- (i) **Place of Worship — Small;**
- (j) **Power Generation Facility — Small;**
- (k) **Residential Care;**
- (l) **Sign — Class B;**
- (m) **Sign — Class C;**
- (n) **Sign — Class E;**
- (o) **Temporary Residential Sales Centre; and**
- (p) **Utility Building.**

547.2 (2) The following is an additional **discretionary use** where located within an existing approved **building**:

(a) Child Care Service.

1388 (1) The following uses are **discretionary uses** in the Housing – Grade Oriented District:

- (a) **Addiction Treatment;**
- (b) **Assisted Living;**
- (c) **Bed and Breakfast;**
- (d) **Community Entrance Feature;**
- (e) **Custodial Care;**
- (f) **Home Occupation – Class 2;**

- (g) **Live Work Unit;**
- (h) **Place of Worship – Small;**
- (i) **Power Generation Facility – Small;**
- (j) **Residential Care;**
- (k) **Sign – Class B;**
- (l) **Sign – Class C;**
- (m) **Sign – Class E;**
- (n) **Temporary Residential Sales Centre; and**
- (o) **Utility Building.**

1388 (2) The following is an additional *discretionary use* where located within an existing approved *building*:

- (a) **Child Care Service.**

Summary of CPC Closed Session

On 2025 February 27, a closed session was held with Calgary Planning Commission for members to provide feedback to the project team on draft proposed amendments to Land Use Bylaw 1P2007. Feedback from the session was considered and incorporated, where possible, in the proposed amendments. Comments and feedback received during the closed session have been summarized as follows:

Driveways located wholly on the parcel

- Ensure that the vehicle for the secondary suite is not blocking the sidewalk.
- Consider applying the draft rule more broadly in the Land Use Bylaw.

Rear setback rule in the R-G District

- Requested additional review into the history of the existing rule.
- Look into tandem parking and see if it can be applied more broadly.

Aligning parcel coverage and private garage rules in H-GO and R-CG

- Preference to remove all parking requirements instead of the parcel coverage rules.

Mobility storage lockers

- Confirmed that Class 1 bike parking would still be required even if the requirement for mobility storage lockers is removed.
- Concerns with removing the requirement for mobility storage lockers given public investments in infrastructure for biking and other active transportation modes.
- Desire for the rule to be removed.

Corner parcel side setback rules in R-CG

- Request to ensure there are no building code implications that would be created by the amendment.

Secondary Suites in multi-residential districts

- Confirmed that this amendment would only apply to low-density residential development that includes a secondary suite.

Removing the requirement for a public hearing for child-care service in an existing building

- Discussion around the decision to include child care service only in existing buildings, some comments that the use should be allowed more broadly.
- Confirmed that the locational criteria within the Child Care Service Policy and Development Guidelines are not changing as part of this amendment

Fence rules in R-CG

- Clarification around the intent of the amendment and what is proposed to be changed.

Overnight stays in health care services

- Discussion around enabling innovative uses in industrial areas especially ones located in the Airport Vicinity Protection Area.

Textual error in sections 1126 (3)

- Clarification around the scope of the amendment and different land use bylaw terms for gross floor area and floor area ratio.

Calgary



Land Use Bylaw Housekeeping Amendments

IP2025-0251

April 2, 2025

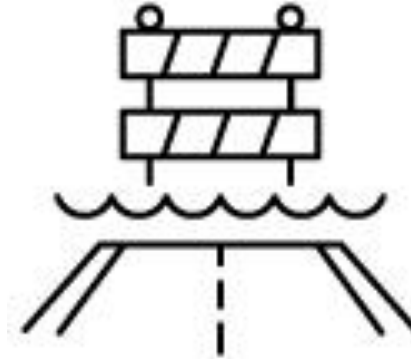
Recommendation

That the Infrastructure and Planning Committee:

1. Forward this report to the 2025 May 6 Public Hearing Meeting of Council; and
2. Recommend that Council:
 - a) Give three readings to the proposed amendments to the Land Use Bylaw 1P2007 (Attachment 2); and
 - b) Adopt, by resolution, the proposed amendments to the Child Care Service Policy and Development Guidelines (Attachment 3).

Benefits of the Amendments

**Consistency
&
Clarity**



**Reducing
barriers**

Efficiency



**Enabling
Housing**

Enabling Housing

Proposed Amendments

1. Rear setback rule in R-G
 2. Aligning parcel coverage and private garage rules in H-GO and R-CG
 3. Mobility storage lockers
 4. Secondary suites in multi-residential districts
 5. Landscaping rules in H-GO
 6. Fence rules in R-CG
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Consistency & Clarity

Proposed Amendments

7. Textual clarity for notification of decision for development permits
8. Textual error in 1126 (3)
9. Removal of expired text

The word "Calgary" in white serif font on a red rectangular background.

Efficiency & Reducing Barriers

Proposed Amendments

10. Overnight stays in health care services

11. Update to the special function – class 1 use



Efficiency & Reducing Barriers

Proposed Amendments

12. Removing the requirement for a land use amendment and public hearing for child-care service in an existing building

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