



WEST ELBOW COMMUNITIES

Local Area Planning Project

Phase 3 – REFINE: What We Did Report
Winter 2025



West Elbow Communities Local Area Planning Project

Phase 3: REFINE What We Did Report

Report Back – Winter 2025

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Project Overview

The West Elbow Communities Local Area Planning project 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.

Through the local area growth planning process, we'll work together to create a future vision for how land could be used and redeveloped in the area – building on the vision, goals and policies outlined in The City's [municipal development plan](#) and [The Guide for Local Area Planning](#).

The West Elbow Communities Local Area Plan will fill gaps in communities/areas where no local plan currently exists and replace other plans that are largely outdated.

What did we do with the input received?

This input was used to update the concepts presented to the public for Phase 4 - REALIZE. This is the What We Did Report which demonstrates how your feedback in Phase 3 was used to inform the final draft concepts in Phase 4.

We encourage you to review the Phase 3 - REFINE What We Heard Report to understand our communications and engagement approach, the questions we asked, and the feedback we collected during the phase of the project. It also will provide you with the context of how feedback collected in Phase 3 helped to inform the concepts in the final draft local area plan in Phase 4 - REALIZE.

Project next steps

We will be back in the community from January 14 to February 4, 2025, for Phase 4: REALIZE. This phase will include both in-person and online opportunities, to review and learn more about the concepts in the draft local area plan for the West Elbow Communities.

Please review the West Elbow Communities Local Area Plan Phase 4 booklet when it arrives in your mailbox or find one at your local [Engagement Stations](#) or download a copy on the project webpage. You can also participate in an online information session with the team or attend the in-person public information session on January 28, 2025, from 6:00 – 8:00 p.m. in the Studio Theatre at cSPACE Marda Loop - 1721 29 Ave SW, Calgary, AB T2T 6T7.

For details about upcoming opportunities to connect with the project team, including how to register, and how to sign-up for email update, please visit our project website at calgary.ca/WestElbowPlan. To stay up to date on project details and future engagement opportunities, please visit calgary.ca/WestElbowPlan and sign-up for email updates.

What We Heard / What We Did

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

Topic 1 – Heritage Guidelines

Do you think the Heritage Guidelines provide appropriate guidance for new development in Heritage Guideline Areas? If not, what would you change and why?

WHAT WE HEARD	WHAT WE DID
<p>Participants felt the guidelines were too restrictive and did not encourage development.</p>	<ul style="list-style-type: none"> • The Guidelines avoid overly prescriptive design policies, allowing for creativity and flexibility in building design, while respecting historic character. • The Guidelines do not limit the number of units, building heights or lot coverage.
<p>Participants felt the guidelines did not go far enough, lacked prescription or the means for enforcement.</p>	<ul style="list-style-type: none"> • The Guidelines focus on four key elements: site and landscape design, roofs and massing, front facades and windows, as well as materials and details. These elements are those that the public most strongly associate with heritage character.
<p>Participants commented on the equitability of distribution of designated Heritage Areas across communities, and the exclusion of certain areas and buildings of certain ages from the Heritage Guidelines.</p>	<ul style="list-style-type: none"> • Heritage Guideline Areas were established using Council-approved criteria that required at least 25% heritage assets (residential homes built prior to 1945 that retain their character) on a block, at least three assets on the block, and areas of contiguity (i.e. more than a single block with a concentration of heritage assets). This criteria is used city-wide to identify Heritage Guideline Areas as local area plans are developed. • Chapter 2 includes additional policies for the retention and adaptive re-use of heritage resources (some of which may not be included in Heritage Guideline Areas). These include things such as allowing additional uses in buildings. • A special policy area was added in the community of Garrison Woods to ensure new development reflects the historic nature of the PMQ (private married quarters) housing in the community.
<p>Participants made specific comments around the development of multi-residential and multi-storey buildings in Heritage Guideline areas.</p>	<ul style="list-style-type: none"> • The Guidelines include specific policies for multi-residential buildings that reflect elements of historic multi-residential development. These include building design considerations such as upper-storey setbacks, horizontal articulation and identifiable front entrances

	with porches or patios that provide a better street-interface.
Participants commented on design features and provided location- and building- specific feedback.	<ul style="list-style-type: none"> Several amendments were made to the Heritage Guideline Areas policy (Section 2.6.2), including policies that discourage vinyl siding or artificial turf and encourage front entrances to face and be visible from the street.

Topic 2 – Draft Local Area Plan Maps

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

WHAT WE HEARD	WHAT WE DID
Participants provided location-specific feedback and suggestions across the West Elbow Communities Plan area when talking about the proposed Urban Form and Building Scale Growth Maps.	<ul style="list-style-type: none"> In response to feedback that small-scale community-serving commercial uses would be better suited closer to or on 4 Street SW, the Neighbourhood Connector urban form was removed from 3 Street SW in Roxboro, leaving it as the Neighbourhood Local urban form which primarily supports residential uses. In response to feedback that commercial uses would be better situated closer to the 14 Street SW Main Street, we shifted the Neighbourhood Connector urban form from 16 Street SW to 15 Street SW in South Calgary to be closer to the 14 Street SW Main Street. In response to feedback that properties fronting onto 20 Street SW versus properties flanking onto the street have greater development potential, the building scale along Moreuil Court SW was reduced from Low-Modified (up to 4 storeys) to Low (up to 3 stories). We heard that any new developments in Marda Loop east of 14 Street SW should be residential oriented, and that higher building scales should be kept closer to Main Streets. In response to this feedback, we changed the Neighbourhood Connector urban form from properties fronting onto 13A Street SW and Council Way SW to Neighbourhood Local urban form category and reduced the Low-Modified (up to 4 storeys) building scale to Limited (up to 3 storeys) on properties fronting onto 34 Avenue SW east of 14 Street SW.

	<ul style="list-style-type: none">• We heard that there would be challenges with integrating small-scale commercial on the properties along the east side of 14 Street SW between Prospect Avenue SW and Frontenac Avenue SW. In response, we removed the Neighbourhood Connector urban form category from where Prospect Avenue SW and Frontenac Avenue SW meet 14 Street SW, leaving it as the Neighbourhood Local urban form, supporting residential oriented uses.• In response to feedback expressing shadowing concerns on school sites, we reduced the building scale along 52 Avenue SW, west of 22 Street SW, from Mid (up to 12 storeys) to Low (up to 6 storeys).• We heard feedback that 17 Avenue SW, west of 14 Street SW towards Crowchild Trail SW, would be better suited with a lower building scale. In response we reduced the building scale along 17 Avenue SW, between Summit and Scotland Streets SW, from Low (up to 6 storeys) to Low-Modified (up to 4 storeys).• In response to feedback heard that building scales should be consistent in areas adjacent to Main Streets, we increased the building scale for select blocks along 34 Avenue SW and 35 Avenue SW from Low-Modified (up to 4 storeys) to Low (up to 6 storeys), to align with the building scales of surrounding blocks.• We increased the building scale for select areas between 4 Street SW and 5 Street SW in Cliff Bungalow from Low-Modified (up to 4 storeys) to Low (up to 6 storeys) to create a consistent building scale along the block and avoid a patchwork of building scales.• We heard there is opportunity to facilitate more housing near the Sunalta LRT station. In response we have increased the building scale in the area between 11 Avenue SW and 12 Avenue SW in Sunalta from Mid (up to 12 storeys) and Low (up to 6 storeys) to High (up to 26 storeys) and Mid (up to 12 storeys) respectively.• We received feedback that small-scale local-focused commercial uses would be better suited along 42 Avenue SW. In response, we changed the urban form category for the east portion of the block along 42 Avenue SW west of 20 Street SW, from
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	<p>Neighbourhood Flex to Neighbourhood Connector, which allows small-scale commercial uses.</p>
<p>Participants highlighted the importance of preserving neighbourhood tree canopy and green spaces.</p>	<ul style="list-style-type: none"> Chapter 3, Section 3.2.2 Parks, Open Space and Natural Areas, includes objectives and community improvements to guide decisions to enhance parks, open spaces, and natural areas throughout the Plan area. Implementation options for the urban forest highlights tree canopy targets that aim to increase the tree canopy from its current coverage of 20.3% to 23% by 2050. Community improvements to support and expand the urban forest, including tree planting in public boulevards and planting programs, have also been identified to help achieve this goal.
<p>Participants expressed traffic and parking concerns.</p>	<ul style="list-style-type: none"> Chapter 3, Section 3.2.3 Safe and Convenient Mobility, identifies infrastructure investment opportunities to improve mobility throughout the Plan area, and builds upon this core value of the Plan. This includes encouraging better transit, pedestrian, cycling and transit infrastructure with the intent of reducing the amount of required vehicle trips. Policies have been added that provide direction for mobility improvements and safety measures, such as improved cycling and pedestrian connections, to help achieve these goals. Appendix A includes additional ideas and implementation options to improve the mobility system in the area. Chapter 2 addresses parking in the Plan area, which encourages using alternative modes of transportation to reduce pressure on parking and to manage parking at a district level.
<p>Participants commented on the level of readiness of infrastructure in the plan area to accommodate growth.</p>	<ul style="list-style-type: none"> Chapter 3 and Appendix A of the Plan identifies infrastructure investments that will support the growth and change that is described in Chapter 2. These include improvements to cycling and pedestrian connections, safety improvements to transit station areas, public space and streetscape improvements and investments in green infrastructure. Infrastructure capacity is analyzed at a plan-wide level as the Plan is developed to identify potential future improvements or upgrades to the utility and transportation system.

	<ul style="list-style-type: none"> Individual development applications are reviewed for infrastructure capacity at the development permit stage and utility upgrades triggered by a proposed development are at the expense of the developer.
<p>Participants commented on their perception of inequitable distribution of density across the Plan area.</p>	<ul style="list-style-type: none"> The Plan has been developed using feedback from engagement, technical reviews, and analysis on the feasibility of development across the Plan area. In some locations the feasibility of development is lower than others due to unique site constraints. This may include block design, lot patterns, topography, or lack of amenities. The Plan supports the greatest growth along Main Streets and in transit station areas across the Plan area, and has considered how each Main Street and transit station area could evolve to provide more housing close to transit and amenities. The Plan considers the unique evolution and built form of each community as it develops a vision for the future of the Plan area.
<p>Participants voiced concern about the potential effects of growth on privacy, shadowing and property values.</p>	<ul style="list-style-type: none"> Based on feedback received, we have updated policy in the Plan to provide clarity with respect to scale transition and how development should decrease scales incrementally through a block to shift building massing away from adjacent lower intensity development. Heights on Map 4: Building Scale have been decreased in select locations of North Glenmore Park from Low (up to 6 storeys) to Low – Modified (up to 4 storeys) to allow more transition of density and building scales. Along 17 Avenue SW (west of 14 Street SW), building scales have been decreased where there is no lane from Low (up to 6 storeys) to Low – Modified (up to 4 storeys) to allow for more sensitive building scale transitions. Along the east side of 14 Street SW, south of 34 Avenue SW, higher activity uses have been removed from 13A Street SW and focused onto 14 Street SW with the intent of directing commercial uses onto 14 Street SW.

Topic 3 – Community Improvements

Do you have any additional ideas for community improvements that would help support growth and change in the West Elbow Communities?

WHAT WE HEARD	WHAT WE DID
<p>Participants would like to see more walking and wheeling (Calgary’s Pathway and Bikeway Network) connections throughout the Plan area.</p>	<ul style="list-style-type: none"> • Chapter 3 includes a section on mobility improvements (section 3.2.3), focusing on improving pedestrian, cycling and transit options in the Plan area, while also improving vehicular circulation and safety. • Appendix A includes suggestions for future mobility improvements. Some examples of suggested improvements include: <ul style="list-style-type: none"> ○ Extending the cycle track on 5 Street SW from 17 Avenue SW to Elbow Drive SW. ○ Improving the intersection of 14 Street SW and 38 Avenue SW. ○ Making improvements to streets such as: 54 Avenue SW, Elbow Drive SW, 20 Street SW, 26 Avenue SW (Richmond/Bankview/South Calgary), 25 Avenue SW (Mission) and Erlton Street SW.
<p>Participants suggested enhancements to the neighbourhood tree canopy, parks and green spaces.</p>	<ul style="list-style-type: none"> • Chapter 3 includes a section on improving Parks, Open Spaces and Natural Areas (section 3.2.2), that includes policies to improve existing parks and open spaces, with specific policies for larger parks such as South Calgary Park, Glenmore Athletic Park and Lindsay Park. There are also specific policies for improving natural areas in the plan, particularly the Elbow River Valley. • Chapter 3 includes a section on urban forest and tree canopy with a goal of increasing the tree canopy from its current coverage of 20.3% to 23% by 2050. Tree planting in public boulevards is identified as one way to help achieve this goal.
<p>Participants commented on the need to consider traffic calming enhancements, sidewalk improvements and safety in general in the Plan area.</p>	<ul style="list-style-type: none"> • Appendix A includes suggested improvements for residential streets including curb extensions at intersections, increasing sidewalk width and incorporating mid-block crossings. • Specific areas that have been identified for pedestrian safety improvements include: <ul style="list-style-type: none"> ○ Improving 8 Street SW from 17 Avenue SW to Frontenac Avenue SW. ○ Improving pedestrian crossings on streets that currently have few safe crossing locations

	<p>including 14 Street SW, 26 Avenue SW, 50 Avenue SW and 17 Avenue SW (west of 14 Street SW).</p>
<p>Participants commented on the level of readiness of infrastructure in the Plan area to accommodate growth.</p>	<ul style="list-style-type: none"> • Chapter 3 and Appendix A of the Plan identifies infrastructure investments that will support the growth and change that is described in Chapter 2. These include improvements to cycling and pedestrian connections, safety improvements to transit station areas, public space and streetscape improvements and investments in green infrastructure. • Infrastructure capacity is analyzed at a plan-wide level as the Plan is developed to identify potential future improvements or upgrades to the utility and transportation system. • Individual development applications are reviewed for infrastructure capacity at the development permit stage and utility upgrades triggered by a proposed development are at the expense of the developer.
<p>Participants made location-specific comments and suggestions for community improvements.</p>	<ul style="list-style-type: none"> • Appendix A includes a list of suggested community improvements that have been informed by public feedback. This includes mobility improvements like improved crossings and cycling infrastructure through Lower and Upper Mount Royal, adding traffic calming measures to 54 Avenue SW through North Glenmore Park and upgrades to the Bankview off leash dog area.