



HERITAGE COMMUNITIES

Local Area Planning Project

Phase 2 - EXPLORE: What We Did Report

June 1, 2022



Heritage Communities Local Growth Planning Project

Phase Two: EXPLORE What We Did Report

Stakeholder Report Back – Spring 2022

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Project overview

The Heritage Communities Local Growth Planning project includes the residential communities of Kelvin Grove, Eagle Ridge, Chinook Park, Kingsland, Haysboro, Southwood, Willow Park, Maple Ridge, Acadia, and Fairview; and, three Industrial Communities (Fairview Industrial, East Fairview Industrial, and Glendeer Business Park). These Industrial communities are considered different and independent communities, they are not part of the Fairview Communities or any other communities.

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 [Calgary's Municipal Development Plan](#) and [The Guide for Local Area Planning](#), the Heritage Local Area Plan (LAP) will fill gaps in communities where no local plan currently exists and replace other plans that are largely outdated.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 3: REFINE. This is the What We Did report which demonstrates how your feedback in Phase 2 was used to inform the draft concepts in Phase 3, and what we are now looking for feedback on.

We encourage you to review the Phase 2 - EXPLORE 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 2 helped to inform the concepts in the draft local area plan in Phase 3 that The City is looking for feedback on from June 6-June 30, 2022.

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- Question 1: Transit Station Areas and Neighbourhood Activity Centres (Nodes)

Are there any areas within Transit Station Areas and Neighbourhood Activity Centres (Nodes), as identified on the map, where you feel moderate to large-scale development (4+ storeys) is NOT appropriate? Yes / No / Undecided.

If yes, please explain where and why. Please also share any other ideas about how we can ensure development around Transit Stations integrates well into the community.

What We Heard	What We Did
Citizens shared concerns over proposed 4+ storeys near Transit Station Areas as it pertain to proximity to Elbow Dr.	<ul style="list-style-type: none">• We will continue to review feedback received regarding all proposed Community Corridors and refine the approach to these areas during Phase 3.• We heard people supported the idea of Elbow Drive SW being a Community Corridor and have proposed development up to four storeys along the street, which will allow for one storey of additional development from what would currently be allowed on a single-detached lot.• As part of our next phase of engagement we are looking for feedback on what infrastructure improvements will best support growth and change along Elbow Drive SW.• The draft Chapter 2 has taken into consideration existing zoning to make sure that what is on the ground is reflected or complemented in the draft document. Some areas along Elbow Drive SW, especially around important intersections are already zoned for four storeys or more development.

	<ul style="list-style-type: none"> • Development 12+ storeys has been proposed along Macleod Trail S, which is an Urban Main Street.
Citizens expressed concerns of 4+ storey growth in the plan area	<ul style="list-style-type: none"> • In our draft urban form and scale maps we are looking to balance growth of 4+ storeys with feedback we've received from all of our stakeholders. 4+ storey development is focused along Macleod Trail and close to Transit stations, for example. Development up to four storeys is also proposed on Community Corridors to provide modest growth from three storeys that would already be supported in those areas today. • Where the zoning already allows, large scale development, generally 12 storeys and greater is proposed along Macleod Trail S, in transit station areas and along Blackfoot Trail SE.
Citizens expressed location-specific concerns proposed for 4+ story growth in the plan area.	<ul style="list-style-type: none"> • We will continue to review feedback received regarding all proposed Community Corridors and refine the approach to these areas during Phase 3. • The feedback received during phase 1 and phase 2 engagement informed the draft urban form and scale maps. For example, we heard from many that they would like to keep larger growth along Macleod Trail S and Transit Station Areas. • Development up to four storeys has been considered for Fairmount Drive SE which is proposed as a Community Corridor. • Development six storeys or less has been considered for the east side of Bonaventure Drive SE which is proposed as a Community Corridor due to Bonaventure Drive SE's proximity to Macleod Trail S and because of generally large parcel size. • For the dual frontage parcels to the west of Bonaventure Drive, a twelve storeys maximum height is being considered. To allow for better interface with the street, six storeys is the maximum height along the street being considered. • The LAP creates opportunities for development in areas where commercial or a mixed of uses already exist while proposing a scale that is compatible with the surroundings or reflecting the scale that is already allowed for the area.
Citizens expressed traffic, parking and safety concerns with	<ul style="list-style-type: none"> • We heard from stakeholders that Heritage Drive S is a key east-west connector street so we are proposing up to four storeys development.

<p>proposed 4+ storey growth near Transit Station Areas</p>	<ul style="list-style-type: none"> • Details such as house design parking and are looked at during development permit stage. • A Local Area Plan provides high level guidance and clarity for where the different scales of growth could happen in the plan area. It also provides guidance and clarity on where that growth is most appropriate provides residents, developers, council and other stakeholders with more certainty on what can be expected where. • Based on stakeholder feedback, Fairmount Drive SE is a proposed Community Corridor and is being considered for development up to four storeys. • Development up to six storeys or less is being considered for parcels on the west side of Bonaventure Drive SE due to its proximity to Macleod Trail S and because of generally larger parcel sizes. • There are policies in the draft Chapter 2 that speak to limiting surface parking areas especially in transit station areas, nodes and other areas. Policies also support redevelopment of those large surface parking areas. Policies could be refined to provide stronger direction. • Based on stakeholder feedback, small scale housing (up to three storeys) is proposed around parks and schools.
<p>Citizens shared concerns of any type of 4+ storey growth in RC-1 communities</p>	<ul style="list-style-type: none"> • All communities go through a life cycle and growth and change will happen with or without a Local Area Plan. A Local Area Plan provides guidance and clarity on where different type of growth is most appropriate providing residents, developers, council and other stakeholders with more certainty on what can be expected where. • The draft Chapter 2 has taken into consideration existing zoning to make sure that what has previously been approved or is already on the ground is reflected. • We will continue to make revisions based on additional feedback we receive during Phase 3 of the project, along with technical expertise and guiding City policy

Topic 1- Question 2: Macleod Trail S and Community Corridors

Are there any areas along Macleod Trail S and Community Corridors (as identified on the map) where you feel moderate to large-scale development (4+ storeys) is NOT appropriate? If yes, please explain where and why. Please also share any other ideas about how we can ensure development along Corridors integrates well into the community.	
What We Heard	What We Did
<p>Citizens feel that 4+ storey growth is not appropriate anywhere in RC-1 Communities</p>	<ul style="list-style-type: none"> • We will continue to review feedback received regarding small scale areas and refine the approach to these areas during Phase 3. • Based on stakeholder feedback, Housing Diversity is one of the core values in the draft Chapter 1. The draft Chapter 2 provides guidance to support housing diversity by identifying areas for small scale growth (three storeys or less) and areas for moderate to large scale growth (four storeys and more). • Policies in the draft Chapter 2 provide direction for height transitions in areas where 6+ storeys development is proposed near lower scale areas, including areas around transit stations, nodes and others. Transitions consider an additional maximum of two storeys when adjacent to lower scale areas. There is always opportunities to refine those policies for clarity and guidance. • A Local Area Plan provides high level direction for where different types of growth and change could happen. • A Local Area plan informs applicants of what is allowed where. • Land use amendment (zoning) and development permit applications will still be required for the development to be materialized. In some instances when assessing an application, the site constraints could prevent a development from fully achieving the maximum identified in the land use (zoning) in place. • Growth and change will happen over many years as communities evolve and change. • The project website includes all policies, plans and studies that apply to the plan area. • Single detached homes could be redeveloped to be up to three storeys without the need for a land use amendment application. • Preserving and enhancing green space is important for the Heritage Communities. The draft Chapter 2 does not propose development on existing park spaces that are part of the reserve allocation in the communities.

<p>Citizens shared concerns when talking about 4+ storeys as proposed in the entire plan area.</p>	<ul style="list-style-type: none"> Based on stakeholder feedback the maximum height in Community Corridors, including Elbow Drive SW, is proposed at four storeys. Development six storeys and more are proposed along Macleod Trail S, in transit station areas, nodes, and other areas including those where the land use in place already allows for such heights.
<p>Citizens shared concerns about traffic safety and parking</p>	<ul style="list-style-type: none"> Based on stakeholder feedback the maximum height in Community Corridors is proposed as up to 4 storeys. The project website includes all policies, plans and studies that apply to the plan area. The draft Chapter 2 also highlights those policies that are considered from other plans and policies in the area. The draft Chapter 2 identifies the Fairview Community as a small scale (three storeys or less) residential growth area. Fairmount Drive SE is identified as a Community Corridor with a maximum height of four storeys that allows for residential and limited local commercial opportunities. The nodes along Fairmount Drive SE support opportunities for mix-use development. Based on stakeholder feedback buildings six storeys and more are proposed along Macleod Trail S, in transit station areas, nodes, and other areas including those where the land use in place already allows for such heights
<p>Citizens share positive sentiment for 4+ storey growth along Macleod Trail</p>	<ul style="list-style-type: none"> Assessment and feedback received support the idea of Elbow Drive SW to be a Community Corridor. Community Corridors are streets with higher activity that are characterized by residential uses with limited small local commercial opportunities. The draft Chapter 2 include policies that provide guidance for vehicle access and encourages commercial uses at nodes or key areas. Policies could be refined to allow for more clear direction. The draft policies and draft Chapter 3 also highlight investment priorities to improve connectivity, accessibility and the public realm (e.g. trees, seating areas, etc.) along Community Corridors including Elbow Drive SW.
<p>Citizens feel that of any type of 4+ storey growth is not appropriate along Elbow Dr.</p>	<ul style="list-style-type: none"> We heard residents are concerned about the loss of local amenities including local shops and schools. Welcoming more housing diversity would allow more residents, including children, in the community, which will help keep services and schools open. A above-standard lane exists on most parcels that face Elbow Drive SW. The lane seems to be able to handle traffic coming from residential uses with limited

	<p>commercial uses. Further refinement to the policies could be considered.</p> <ul style="list-style-type: none"> • Based on stakeholder feedback The draft policies and draft Chapter 3 include investment priorities to improve connectivity, accessibility and the public realm (e.g. trees, seating areas, etc.) along Community Corridors including Elbow Drive SW. • We will continue to review feedback received regarding all proposed Community Corridors and refine the approach to these areas based on during Phase 3.
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Topic 1- Question 3: Haysboro Industrial Area & Fairview Industrial Area

<p>Are there any areas within the Haysboro Industrial Area and portions of Fairview Industrial Area (as identified on the map) where you feel work/live, commercial, recreational, or institutional uses that complement existing light industrial development ARE appropriate? If yes, please explain where and why. Please also share any other ideas about how we can ensure within these industrial areas integrates well into the surrounding areas.</p>	
What We Heard	What We Did
<p>Citizens expressed positive sentiment for revitalization and growth in the Haysboro and Fairview Industrial area</p>	<ul style="list-style-type: none"> • Based on stakeholder feedback, the draft Chapter 2 proposes that for Haysboro Industrial Areas and portions of Fairview Industrial Area a special policy area overlay apply. The overlay provides more guidance on the type, layout and intensity of uses that could be allowed and to maintain the light industrial character of the area. • Draft Chapter 3 will also include investment priorities to improve safety and the public realm in these areas. • Industrial areas are important to the overall economic wellbeing of the city of Calgary. Hence it is important that those areas maintain their character and provide opportunities for light industrial businesses to established and thrive.
<p>Citizens shared positive sentiment that 4+ storey growth is appropriate in this area.</p>	<ul style="list-style-type: none"> • Industrial areas are important to the overall economic wellbeing of the city of Calgary. Hence it is important that those areas maintain their character and provide opportunities for light industrial businesses to established and thrive. • The areas of Fairview Industrial west of the train tracks is already transitioning due to its proximity to Macleod Trail S. Policies in the draft Chapter 2 provide guidance for the area to further evolve into mixed-use developments with light industrial uses still encouraged.

Citizens feel that transit access should be prioritized in this area	<ul style="list-style-type: none"> Draft Chapter 3 includes investment priorities based on the public input provided. We are looking for further feedback on these suggestions for improvement, and are looking for ideas for how to improve pedestrian, cycling and vehicular safety in the plan area
Citizens cite traffic, safety, crime and parking concerns in these industrial areas	<ul style="list-style-type: none"> Draft Chapter 3 include investment priorities based on the public input provided. We are looking for further feedback on these suggestions for improvement and are looking for ideas for how to improve pedestrian, cycling and vehicular safety in the plan area.

Topic 2- Question 1: Direction for Growth

Do you think the direction outlined (above) will help ensure growth and development integrates well into the community? Please explain why and share any other ideas about how we can ensure growth and development integrates well into the Heritage Communities area.	
What We Heard	What We Did
Citizens value revitalization and the need to adhere to appropriate and balanced growth in the entire plan area	<ul style="list-style-type: none"> Growth and change will happen in all communities, Eagle Ridge area is proposed to redevelop within small scale housing types. Large scale growth is usually more appropriate near transit, near amenities and services. Based on stakeholder feedback, improving connectivity is one of the Heritage Communities core values. Based on the public input provided, the draft Chapter 2 include policy direction for improving connectivity. Based on the public input provided the draft Chapter 3 include investment priorities that will enhance connectivity in the plan area including further feedback on specific locations for improvements. Policy direction in draft Chapter 2 encourages dual frontage development between Macleod Trail and Bonaventure Drive SE or side streets.
Citizens expressed concerns to preserve and maintain community character	<ul style="list-style-type: none"> Based on stakeholder feedback, one of the Core Values speaks to the uniqueness of the Heritage Communities. Policy direction in draft Chapter 2 and 3 provides guidance to enhance the uniqueness of the plan area with especial consideration for Heritage Drive S, Community Corridors and Macleod Trail S. Based on stakeholder feedback Housing Diversity is one of the Heritage Communities Local Area Plan core values and it was discussed during phase 1

	<p>engagement. The draft Chapter 2 is proposing to encourage housing diversity by identifying areas for small scale growth (three storeys or less) and area for moderate to large scale growth (four storeys and more). Each of those areas have been assigned a Urban Form Category that highlight the general feeling of the area: e.g. residential, commercial, mix-use, industrial and others.</p> <ul style="list-style-type: none"> • Big Box stores are generally located in East Fairview Industrial area (Deerfoot Meadows). The draft plan supports local businesses in nodes and key areas along the Community Corridors to keep a neighbourly feel. • The Land Use Bylaw includes details and requirements for the subdivision of parcels, development permits and land use amendment applications.
Citizens shared that emphasis should be put on safe pedestrian accessible and cycling connectivity in the plan area	<ul style="list-style-type: none"> • Draft Chapter 3 includes investment priorities based on the public input provided. Special considerations are noted for improvements along the regional pathway that runs along Heritage Drive S. We are looking for further feedback on these suggestions for improvements and are looking for ideas for how to improve pedestrian, cycling and vehicular safety in the plan area. • Draft Chapter 3 includes investment priorities such as improvements to intersections, accessibility to pedestrian bridges, and improving laneways and engineered walkways to support a safe, continuous and accessible network.
Citizens expressed concern over how proposed growth will impact future property values	<ul style="list-style-type: none"> • Throughout all phases of engagement, we have discussed the work with various stakeholders including community associations, public, industry, landowners and interest groups. We have received valuable feedback from all the stakeholders. Learning the different perspectives, ideas and concerns is key to complete a plan that supports growth and change in a thoughtful way. • Draft Chapter 2 provides policy direction that supports growth and change in the plan area. The draft maps identified areas for small scale (three storeys or less) growth as well as areas for moderate to large (four storeys or more) scale growth.
Citizens identified on investment opportunities within plan area	<ul style="list-style-type: none"> • As part of Phase 3 of engagement, we are asking stakeholders for feedback on public investment priorities and options. Draft Chapter 3 and draft investment priorities focus on improvement to mobility, accessibility,

	tree canopy and enhancement of the public realm to support growth and change.
Citizens cite traffic, safety, crime and parking concerns in these industrial areas	<ul style="list-style-type: none"> • Based on concerns heard related to traffic and safety in small scale residential areas and around schools, the draft Chapter 2 proposes small scale housing (three storeys and less) in these areas and around parks and schools. • Specific details related to parking requirements are of scope for a Local Area Plan and are looked at during development permit stage. • The project website includes all policies, plans and studies that apply to the plan area. The draft Chapter 2 also highlights those policies that are considered from other plans and policies in the area. • Based on feedback buildings six storeys and more are proposed along Macleod Trail S, in transit station areas, nodes, and other areas including those where the land use in place already allows for such heights • Draft Chapter 3 include investment priorities based on the public input provided. We are looking for further feedback on these suggestions for improvements and are looking for ideas for how to improve pedestrian, cycling and vehicular safety in the plan area

Project next steps

We will be back in the community from June 6-30, 2022, for Phase 3: REFINE. This phase will include multiple engagement opportunities including in-person, mail-in and online engagement, to review and further refine the concepts in the draft local area plan for the Heritage Communities. Please pick up the engagement booklet to review and provide feedback, participate in and online Q&A session with the team, or attend the public open house on June 16, 2022, at the Acadia Recreational Complex from 6-8:30 p.m.

All details for these events, how to register, and information about where and how engagement booklets can be found (landing in your mail boxes, available to be picked up at Idea Stations, and a downloadable version) are available online through our project website.

To stay up-to-date on project details and future engagement opportunities please visit engage.calgary.ca/heritage and sign-up for email updates.