



HERITAGE COMMUNITIES

LOCAL AREA PLANNING PROJECT

Phase 1- 4 High-level Engagement Report Back
February 2023

Contents

| | |
|---|-----------|
| Project overview | 2 |
| What did we do with the input received?..... | 2 |
| What We Heard / What We Did – Duration of the Project..... | 2 |
| Engagement Pages (For Each Phase) | 12 |
| What We Heard / What We Did reports (For Each Phase)..... | 12 |
| Phase 1: ENVISION | 12 |
| Phase 2: EXPLORE | 12 |
| Phase 3: REFINE | 12 |

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).

Through the local area growth planning process, we’ve worked 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Plan (LAP) will fill gaps in communities where no local plan currently exists and consolidate other plans which may be outdated.

What did we do with the input received?

Input was used to refine the plan presented to the public for Phase 4: REALIZE. This is the What We Did report which demonstrates how your feedback received throughout the duration of the project was used in the final draft plan.

We encourage you to review all of the What We Heard Reports to understand our communications and engagement approach, the questions we asked, and the feedback we collected during the phases of the project.

What We Heard / What We Did – Duration of the project

Below you will see the themes that emerged from our public engagement since we initiated the project in 2019, and the responses from the team as to how that feedback was considered in the final draft plan.

High-Level Themes (From All Phases of Engagement)

| What We Heard | What We Did |
|---|--|
| Participants value their parks and open spaces | <ul style="list-style-type: none"> One of the Heritage Communities core values supports an enhance tree canopy. Opportunities to enhance the tree canopy will be discussed during engagement phase 2 and policies may be included in Chapter 2 and 3. Natural features, open areas and urban forestry references are already included in Chapter 1. Information on public trees across the city can be found in the following inventory map (Urban Forest Management (calgary.ca)). This information is being used as a reference during the process. |
| Participants feel that there could be improvements made to the pedestrian realm to make the community safer for walking and cycling | <ul style="list-style-type: none"> Two of the core values speak to enhancing open spaces and enable resiliency, speak to the natural areas, water courses and outdoor spaces. These core values will be foundation for policies in Chapter 2 and 3 in support of preserving and enhancing those areas. Policies may also support passive and active recreation in the Heritage Communities. Improving access to pathways and natural areas could be discussed during phase 2 engagement and opportunities for infrastructure improvements could be included in draft chapters 2 and 3. Elbow Drive S.W. has been identified as a Community Corridor and policies in draft Chapter 2 are expected to include general direction for enhancing the public realm along this corridor. Reference to Macleod Trail S. has been added in the Pedestrian and Cycling infrastructure. One of the core values refers to enhancing Macleod Trail S. Policies in draft Chapter 2 are expected to include general direction for continuous, accessible and safe pedestrian infrastructure along Macleod Trail S. Further discussion on potential upgrades and infrastructure improvement will be discussed during phase 2 engagement and included in Chapter 3. |
| Participants desire improvements to the recreation and leisure amenities in their communities | <ul style="list-style-type: none"> Elbow Drive S.W. has been identified as a Community Corridor and policies in draft Chapter 2 are expected to include general direction for enhancing the public realm along this corridor. Reference to Macleod Trail S. has been added in the Pedestrian and Cycling infrastructure. One of the core values refers to enhancing Macleod Trail S. Policies in draft Chapter 2 are expected to include general direction for continuous, accessible and safe pedestrian infrastructure along Macleod Trail S. |

| | |
|--|---|
| | <ul style="list-style-type: none"> Further discussion on potential upgrades and infrastructure improvement will be discussed during phase 2 engagement and included in Chapter 3. |
| Participants expressed a desire for existing single-detached zoning to be preserved. | <ul style="list-style-type: none"> Low scale growth and change, which related to the R-C1 zoning, will be discussed during a specific session/meeting as part of engagement phase 2 and it will continue to be a topic of discussion throughout the process. |
| Participants 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 participants. 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. |
| Participants expressed location-specific concerns for any type of growth in the plan area. (ie. Community Corridors, Haysboro Farm, Southwood Corner, Mayfair Care Centre) | <ul style="list-style-type: none"> In response to concerns raised over heights along community corridors, building scale was reduced along many portions of Acadia Drive SW, Fairmount Drive SE, Heritage Drive SW, and 90 Avenue SE from Low-Modified (up to 4 storeys) to Limited (up to 3 storeys). While the building scale was reduced, these areas remain are still identified with the Neighbourhood Connector urban form categories that allow for a range of up to three storey housing types. Building scale was also modified in specific areas of concern, such as Haysboro Farm, which was originally designated as up to Mid (up to 12 storeys) in Map 4: Building Scale. This was reduced to up to Low (up to 6 storeys) to respond to participants' concerns. In areas such as the southwest corner of Elbow Drive and Southland S.W. (Southwood Corner), the scale modifier was tapered on the outside edges of the site from mid (up to 12 storeys) to Low-Modified (up to 4 storeys) to provide for a more sensitive transition to the residential neighbourhood to the south and west. Participants shared location specific concerns with the urban form map for areas along community corridors like Heritage Drive S and around the Mayfair Care Centre, Acadia Drive SE and Fairmount Drive SE . Many of the comments received for these areas also identified concerns with the building scale. In |

| | |
|---|--|
| | <p>response, building scale was lowered in these areas. For the community corridors, scale was reduced along portions of the corridors except in and around existing commercial nodes. For the Mayfair Care Center, scale was reduced on the residential parcels to the north and east of the care centre from Low (up to six storeys) to Limited (up to three storeys). This change limited the Low scale to just the care centre site.</p> |
| <p>Participants expressed traffic, parking and safety concerns with proposed 4+ storey growth near Transit Station Areas</p> | <ul style="list-style-type: none"> • We heard from participants that Heritage Drive S is a key east-west connector street so we are proposing up to four storeys development. • 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 participants with more certainty on what can be expected where. • Based on participant 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 public feedback, small scale housing (up to three storeys) is proposed around parks and schools. |
| <p>Participants shared concerns of any type of 4+ storey growth in RC-1 (single-detached) 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 participants 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. |

| | |
|--|--|
| <p>Participants 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>Participants feel that of any type of 4+ storey growth is not appropriate along Elbow Dr.</p> | <ul style="list-style-type: none"> • 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 commercial uses. Further refinement to the policies could be considered. • Based on participant 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. |
| <p>Participants shared positive sentiment that 4+ storey growth is appropriate in industrial areas.</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. |
| <p>Participants expressed positive sentiment for revitalization and growth in the Haysboro and Fairview Industrial area</p> | <ul style="list-style-type: none"> • Based on participant 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. |
| Participants feel that transit access should be prioritized in the plan 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 |
| Participants 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 participant 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. |
| Participants expressed concerns to preserve and maintain community character | <ul style="list-style-type: none"> Based on participant 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 participant feedback Housing Diversity is one of the Heritage Communities Local Area Plan core values and it was discussed during phase 1 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. |
| Participants 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 participants including community associations, public, industry, landowners and interest groups. We have received valuable feedback from all the participants. Learning the different perspectives, ideas and concerns is key to complete a plan that supports growth and change in a thoughtful way. |

| | |
|---|---|
| | <ul style="list-style-type: none"> 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. |
| Participants expressed concern with regards to safety and traffic and small-scale 3+ unit homes | <ul style="list-style-type: none"> We heard concerns regarding traffic volumes and safety for small-scale 3+ unit homes. In response, policies were drafted that limit these housing forms to specific locations within the plan area including in transit station areas (where there are greater mobility options including public transit), around larger parks (which will enhance the use and enjoyment of these areas), and on corner lots (which provide greater flexibility to accommodate parking). In addition, implementation options were added in Chapter 3 to improve connectivity and prioritize investment in active modes of transportation such as pedestrians and cycling and improving safety on public streets. This includes policies in section 3.2.1 Improve Connectivity between Communities and section 3.2.3 Foster Vibrant Transit Station Areas. |
| Participants expressed that they wanted to see small-scale 3+ unit homes adjacent to transit and commercial shops | <ul style="list-style-type: none"> Policies have been added to the plan to support the small-scale 3+ homes within transit station areas. These policies can be found in Section 2.2.1.6 of the plan. |
| Participants shared positive sentiments around small-scale 3+ unit homes | <ul style="list-style-type: none"> As noted below, feedback from Phase 3 (as well as previous phases of the project) expressed both positive as well as negative sentiment with regards to allowing small-scale homes of three or more units within primarily residential parts of the plan area. On the one hand, some feedback identified the desire to allow small-scale homes of 3+ units throughout the plan area with no restrictions. On the other hand, other feedback emphasized that new housing should be restricted to single-detached only. Based on this range of participant feedback as well as existing city-wide policies such as the Municipal Development Plan, changing demographics and population trends, a balanced approach to these housing forms was developed. Policies for small-scale 3+ units were drafted that support these building types in specific areas including in transit station areas, around larger parks and on corner lots. Section 2.2.1.6 of the plan includes these policies and strikes a balance that supports the creation of more small-scale housing types in specific locations. |

| | |
|---|--|
| <p>Participants shared negative sentiments around small-scale 3+ unit homes</p> | <ul style="list-style-type: none"> Promoting diverse and inclusive housing choices is a core value of the Heritage Communities Local Area Plan. Through engagement, we heard from the public that small-scale housing is one of the most important issues in this area. As noted above, policies to guide where small-scale 3+ unit homes would be allowed were developed that considered public feedback as well as the Municipal Development Plan, changing demographics and population trends. The policies in section 2.2.1.6 seek to strike a balance between these considerations. |
| <p>Participants expressed concerns around community character with small-scale 3+ unit homes</p> | <ul style="list-style-type: none"> As noted, based on this as well as other feedback, policies were drafted to support small-scale 3+ unit homes only in limited areas. These include within transit station areas, corner parcels and around larger parks. These policies can be found in Section 2.2.1.6 of the plan. These policies will help support the gradual creation of new housing within these communities. Growth and change have occurred and will continue to occur within the Heritage Communities with or without a plan. The purpose of the plan is to provide more certainty about where and how growth and change can happen. The policies of the plan balance existing conditions while allowing for future growth within certain locations, to provide additional and more diverse housing. |
| <p>Participants shared negative sentiments around the urban form map and small-scale 3+ unit homes</p> | <ul style="list-style-type: none"> As part of the engagement participants identified concerns with having small-scale 3+ units in their neighbourhoods. In response to these concerns, the policies for small-scale 3+ homes were drafted to limit these types of homes to specific locations within communities. These policies are found within section 2.2.1.6. |

| | |
|---|--|
| <p>Participants feel that additional changes related to congestion, traffic, safety, parking, and crime need to be considered</p> | <ul style="list-style-type: none"> Improving connectivity between the Heritage Communities is one of the core values of the plan. This includes prioritizing walking and cycling and providing missing links between transit stations and activity centres. It also means improving streets so that they are safer for pedestrians and cyclists. Policies have been added to section 3.2.1 Improve Connectivity between Communities that provide direction for mobility improvements and safety including measures such as traffic calming and intersection improvements. Additional policies have been included in section 3.2.3 Foster Vibrant Transit Station Areas that address streetscape and public realm improvements as well as Crime Prevention through Environmental Design approaches to public space planning. In response to concerns, the plan added objectives and implementation options to section 3.2.1 Improve Connectivity between Communities that provide direction for improvements to pedestrian, cycling and vehicular mobility and safety. |
| <p>Participants would like to see investment in more alternate forms of safe transportation such as dedicated bike lanes, sidewalks and wheelchair accessibility</p> | <ul style="list-style-type: none"> In response to feedback around investment in alternate forms of safe transportation, policies were added to Chapter 3 that prioritize investment in pedestrian and cycling improvements. Specifically, section 3.2.1 provides direction for improving connectivity between the communities. This includes policies for improved walking and wheeling connections as well as identifying potential mobility improvements on specific corridors such as 5 Street SW/Haddon Road SW/Sacramento Road SW, 89 Avenue SW, Flint Road SE/Bonaventure Drive SE and 90 Avenue SE/Acadia Drive SE. |
| <p>Participants expressed that they would like to see preservation and protection of green spaces, parks, and urban forest</p> | <ul style="list-style-type: none"> Enhancing civic facilities, parks, open spaces and natural areas is a core value of the plan. Chapter 3 of the plan, specifically section 3.2.5, identifies overarching objectives as well as implementation options to preserve and enhance green spaces and natural areas such as Sue Higgins Park and the Bow River Pathway. In addition, policy direction is included in section 3.2.7 to protect, maintain and enhance the urban forest. |
| <p>Participants expressed a desire for more investments in safety in the plan area</p> | <ul style="list-style-type: none"> As noted, Chapter 3 of the plan provides direction to improve safety and mobility connections throughout the plan area. Section 3.2.1 specifically speaks to this. In addition, section 3.2.3 identifies Crime Prevention through Environmental Design approaches to inform the creation of public space plans for the three transit station areas. |

| | |
|---|--|
| <p>Participants would like to see investment in recreation opportunities</p> | <ul style="list-style-type: none"> One of the core values of the Heritage Communities plan is to enhance civic facilities, parks, open spaces and natural areas. As such, Chapter 3 outlines objectives and implementation options that prioritize investment in civic facilities, parks and open space such as libraries, recreation facilities, and the Bow River and Glenmore Reservoir pathway network. |
|---|--|

Engagement Pages (For Each Phase)

Links to each of the past engagement / survey pages can be found below.

- [Phase 1 ENVISION \[Initial\]: Fall 2019 - Spring 2020](#)
- [Phase 1 ENVISION \[Validate\]: Fall 2021 - Winter 2022](#)
- [Phase 2 EXPLORE: Winter - Spring 2022](#)
- [Phase 3 REFINE: Spring - Summer 2022](#)

What We Heard / What We Did reports (For Each Phase)

Check out the What We Heard Reports to learn what we heard from the public and other participants in each phase of the engagement.

Check out the What We Did Reports to see the key 'What We Heard' themes raised in each phase as well as a summary of 'What We Did' in response to each of the key themes that were raised.

Links to each of these reports are below:

Phase 1: ENVISION

- **Phase 1.1 [Initial] What We Heard Report (Fall 2019 - Fall 2020)**
- **Phase 1.2 [Validate] What We Heard Report (Fall 2021 - Winter 2022)**
- **Phase 1.2 What We Did Report**

Phase 2: EXPLORE

- **Phase 2: What We Heard [Winter - Spring 2022]**
- **Phase 2: What We Did Report**

Phase 3: REFINE

- **Phase 3: What We Heard [Spring - Summer 2022]**
- **Phase 3: What We Did Report**