

West Elbow Communities

Local Area Plan



Publishing Information

Title

West Elbow Communities Local Area Plan

Author

The City of Calgary

Status

Bylaw 42P2025

Approved by City Council

2025 May 14

Additional Copies

The City of Calgary

Records & Information Management (RIM)

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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**.

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.

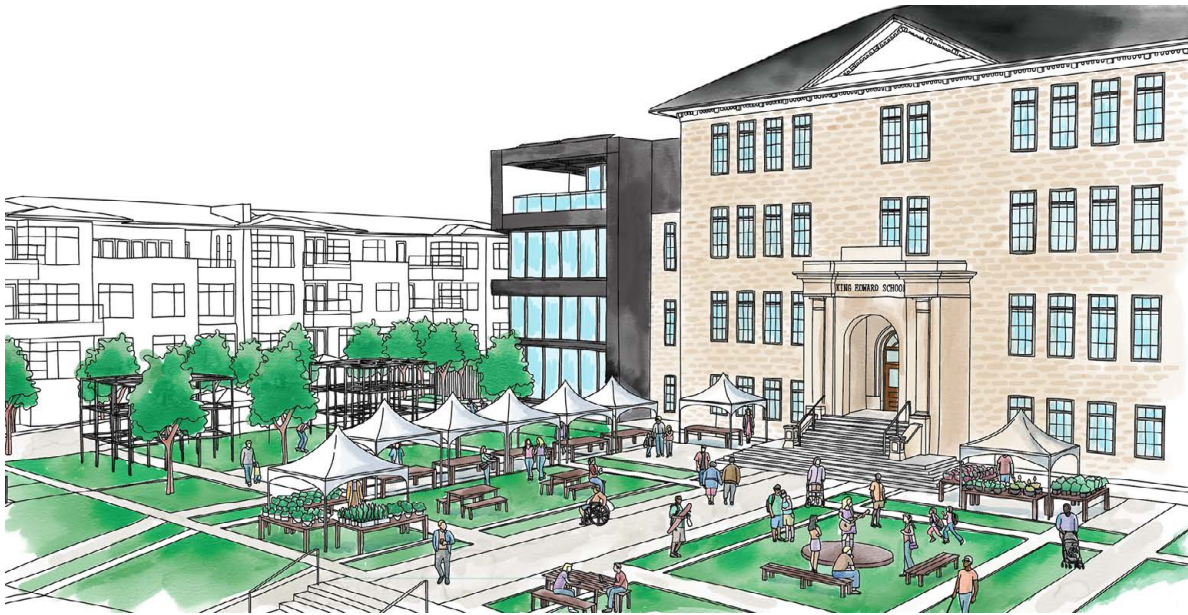
Key Moves

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

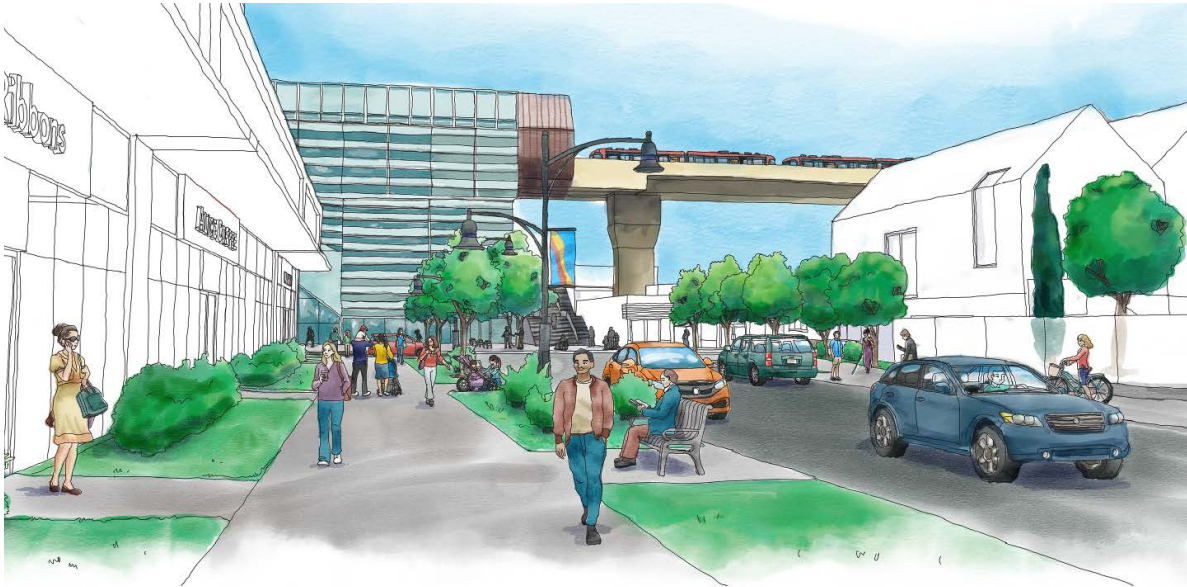
- Enhancing natural areas, like the Elbow River valley, to improve ecological functions and protect areas of cultural significance.
- Identifying park improvements and investment opportunities in existing parks including Lindsay Park, South Calgary Park, and community parks throughout the Plan area.
- 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

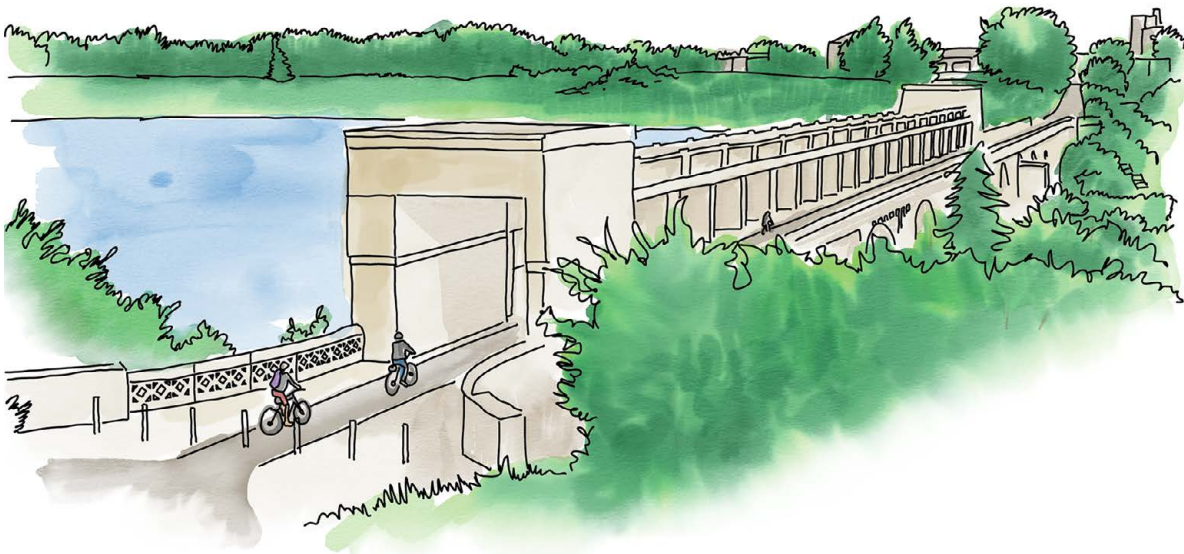
- Highlighting opportunities to improve pedestrian and active mobility modes including community corridor and pathway improvements.
- Supporting improvements to the transit network through identifying opportunities for mobility **infrastructure** upgrades, including **transit station area** improvements near Sunalta LRT Station and Erleton/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.



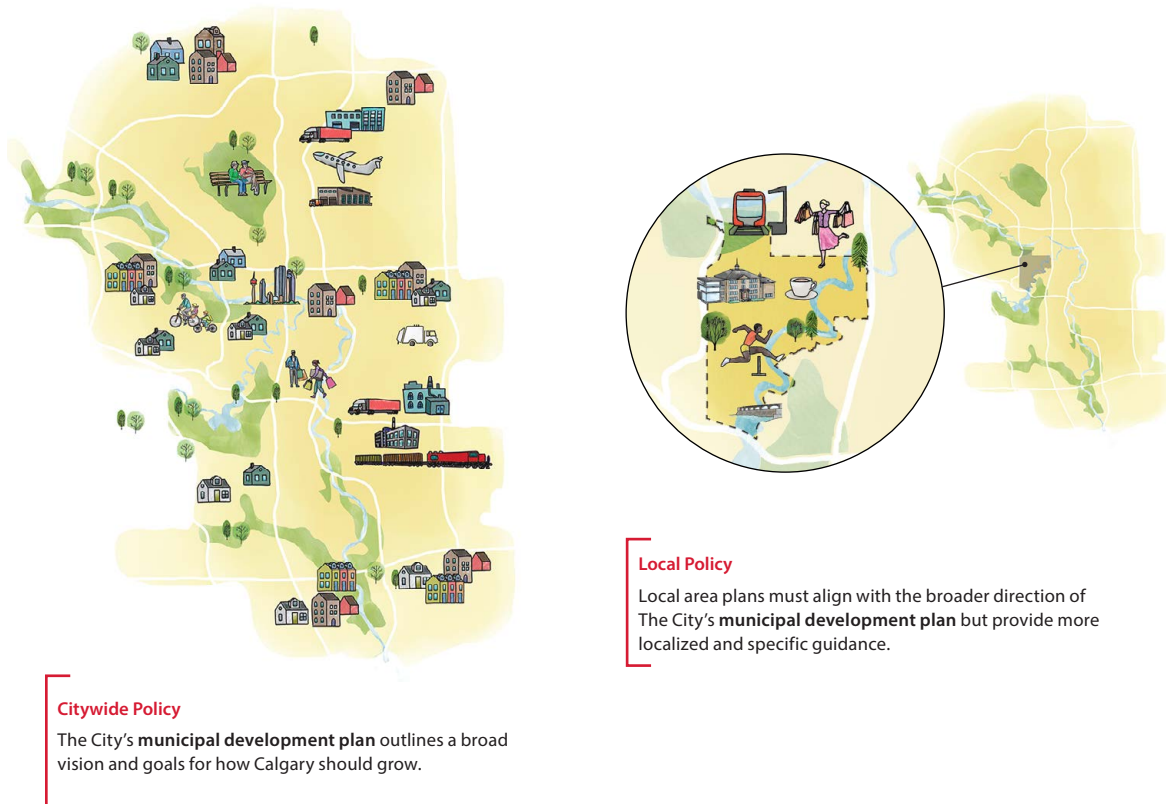
Key Locations for Primarily Residential Development (Neighbourhood Local)

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.

1 Visualizing Growth



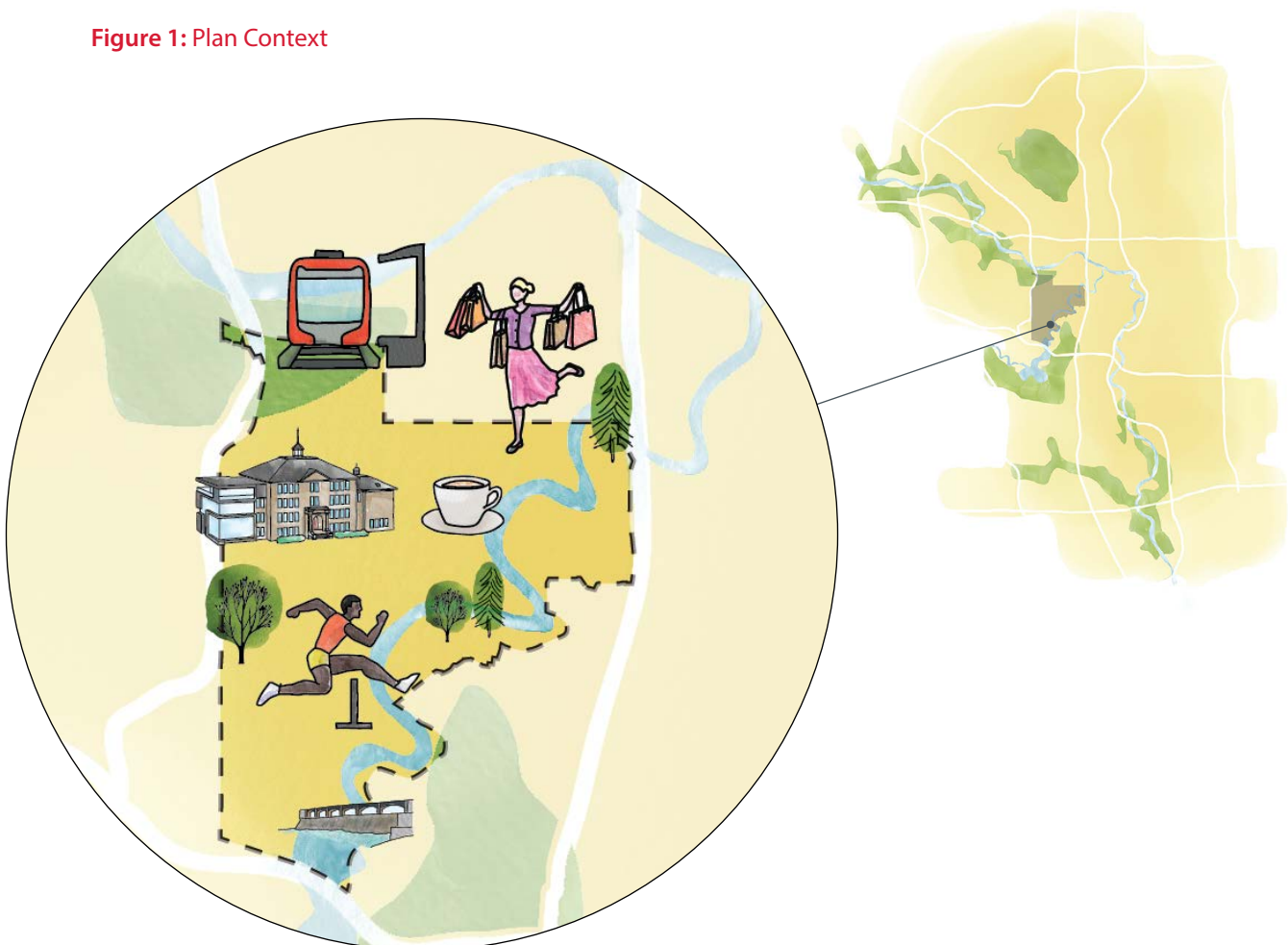
1.1 Introduction

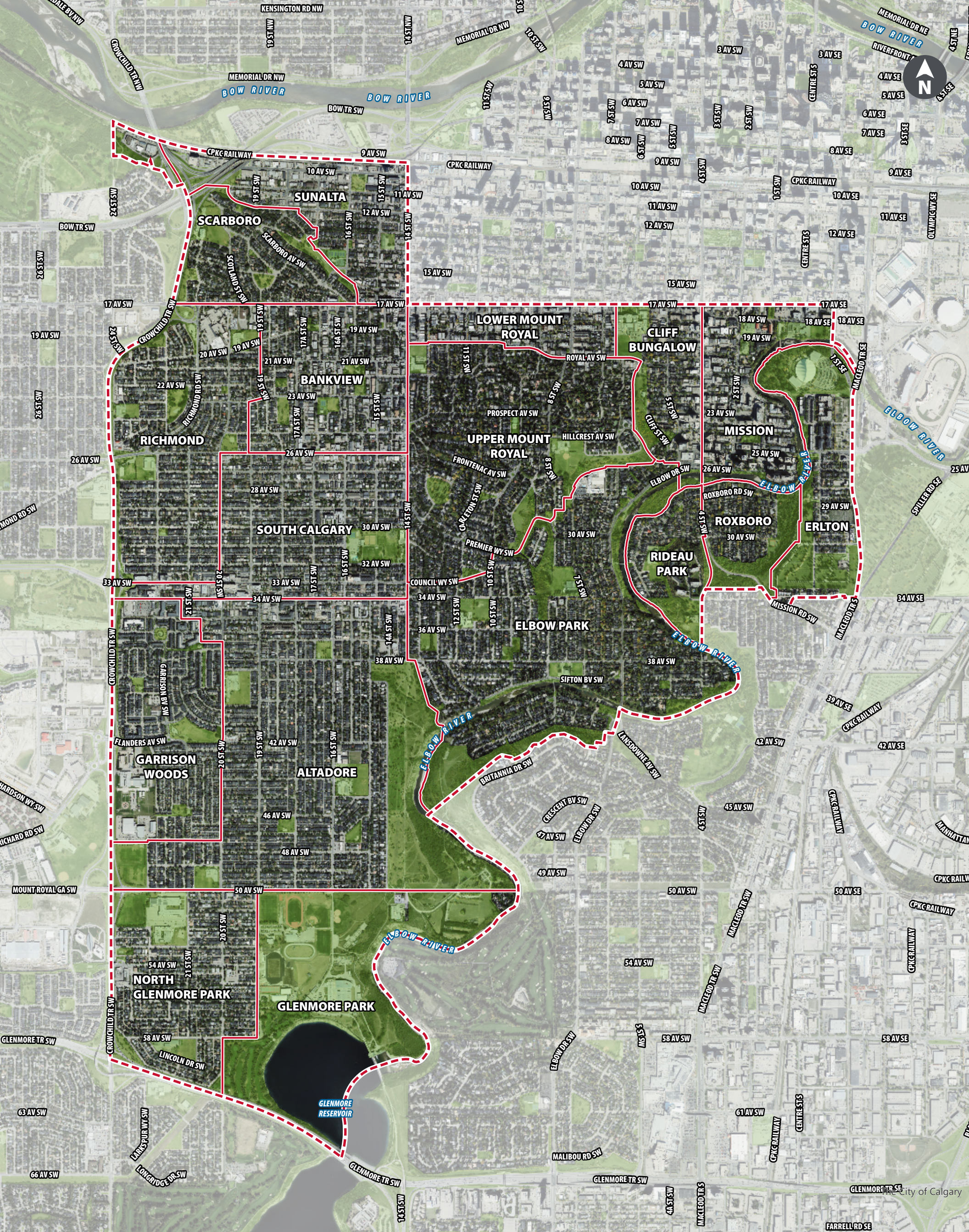
The West Elbow Communities Local Area Plan (Plan) is a statutory area redevelopment plan that sets out a long-term vision and identifies opportunities to create a framework for growth and change in the Plan area. The Plan area includes sixteen residential communities, generally bounded by Glenmore Trail 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.

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

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.



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

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: Erlton/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**.

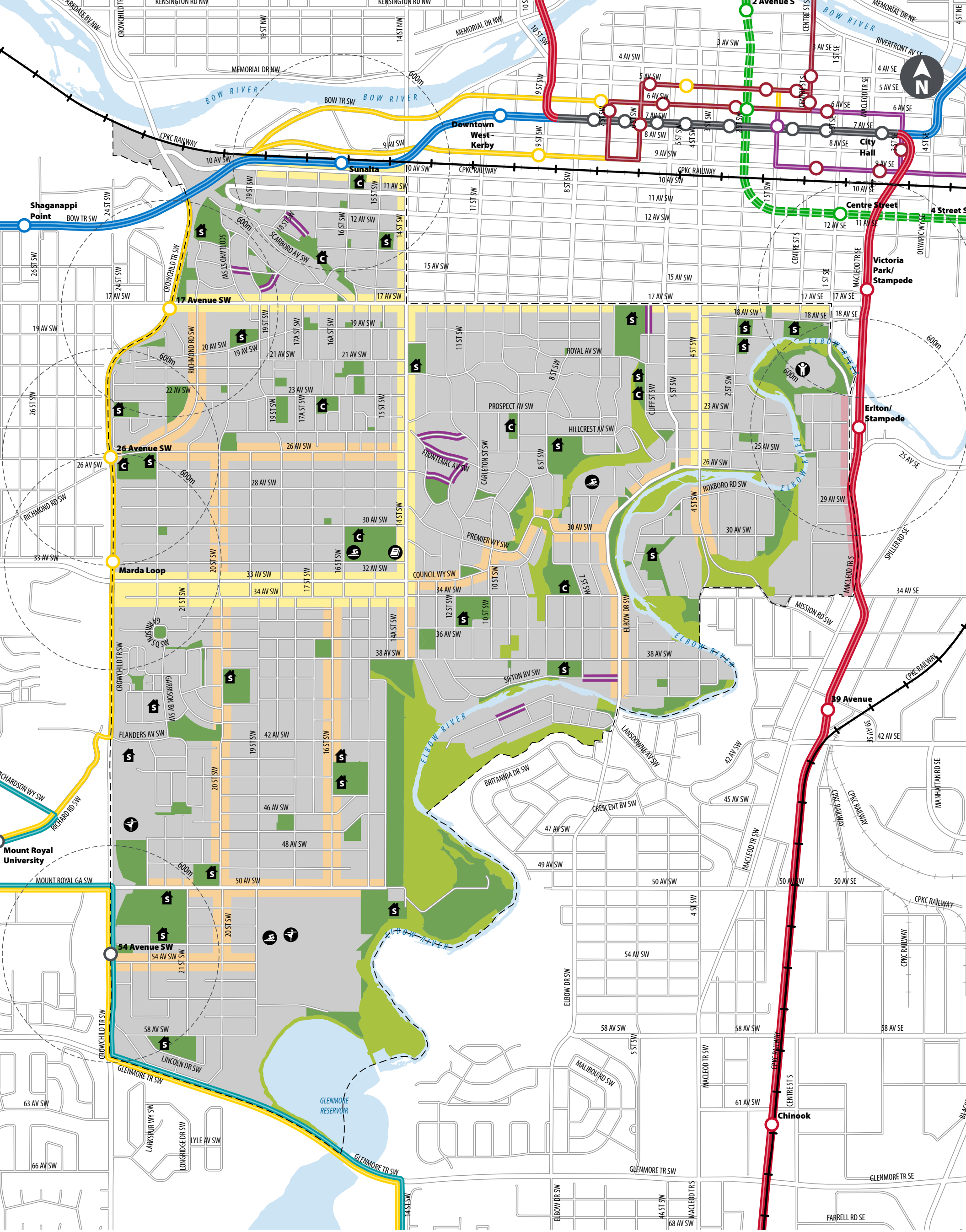
Climate risks are unique to each community in the West Elbow area, affected by the geographic location, characteristics of the population, quality of buildings and **infrastructure**, and health of natural **ecosystems**. For example, communities with high concentrations of paved and built spaces face 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**.

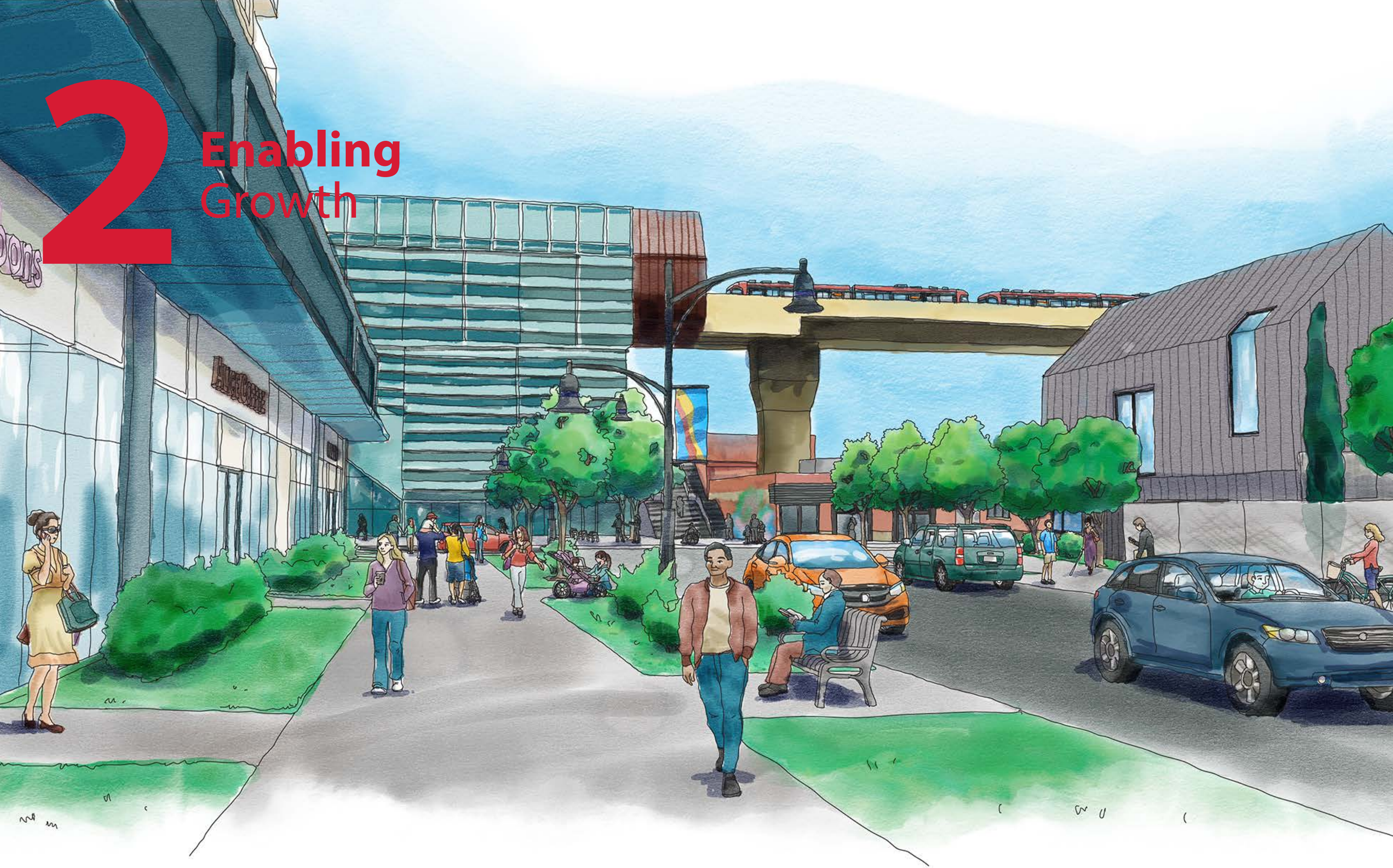


Map 2:
Community
Characteristics
and Attributes

Legend

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

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
- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- Private Institutional and Recreation

- Regional Campus
- No Urban Form Category

Additional Policy Guidance

- Comprehensive Planning Site
- Industrial Transition

- Special Policy Area
- Active Frontage
- Plan Area Boundary



Map 4:
Building Scale

- 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

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

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

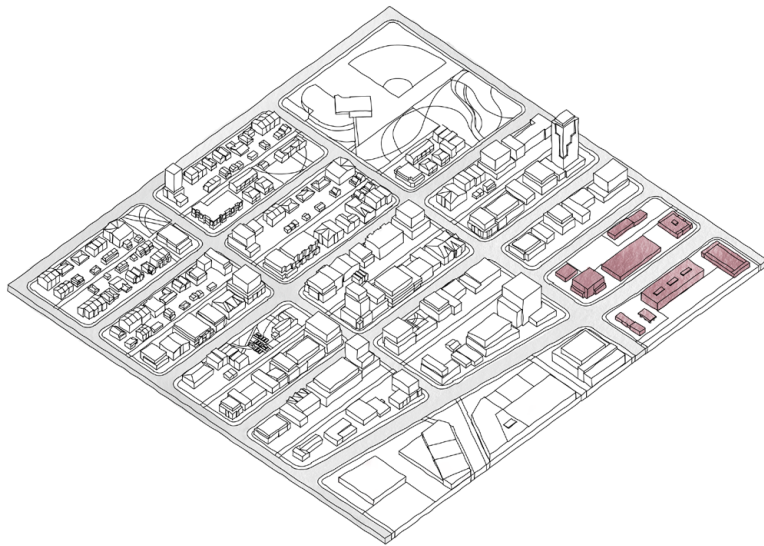
Neighbourhood Local areas are characterized by a range of housing types and home-based businesses. Neighbourhood Local areas have developed in a variety of ways with characteristics that shape how these areas change and grow, including when the community was built, existing **heritage assets**, established 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.
- 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.

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.



**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.

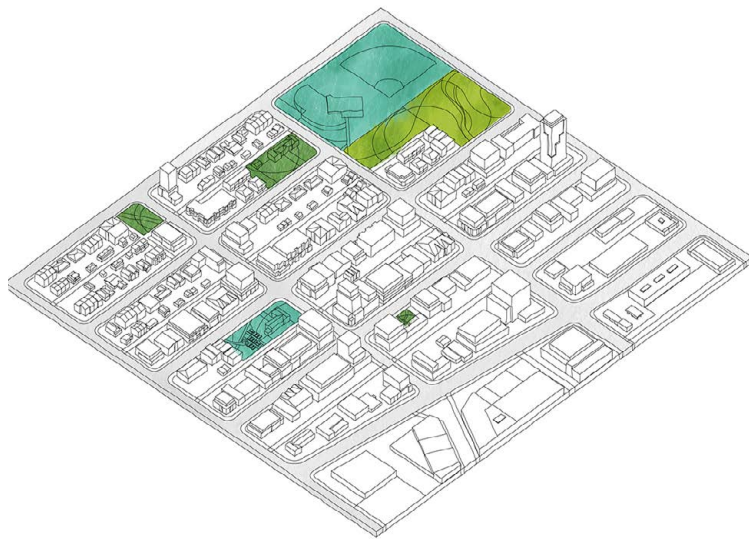


Figure 5: Parks, Civic, and Recreation Urban Form Categories

- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- Private Institutional and Recreation

2.2.3 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.

2.2.3.1 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.

2.2.3.2 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.

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,

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.

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.

2.2.3.3 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
- 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.

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:

2.2.3.4 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.

2.2.4 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.

2.2.5 Comprehensive Planning Sites

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

Policy

Site, Building, and Landscape Design

- 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.

2.2.5.1 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.

2.2.5.2 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.

2.2.5.3 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.

2.2.6 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.

2.2.6.1 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 6: Cathedral District



Legend

- Cathedral District Special Policy Area

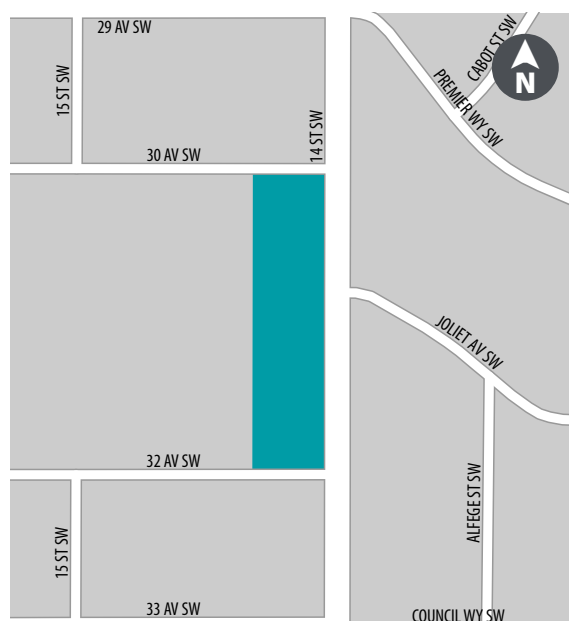
2.2.6.2 Giuffre Family Library and Fire Station No. 5

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 7: Giuffre Family Library and Fire Station No. 5



Legend

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

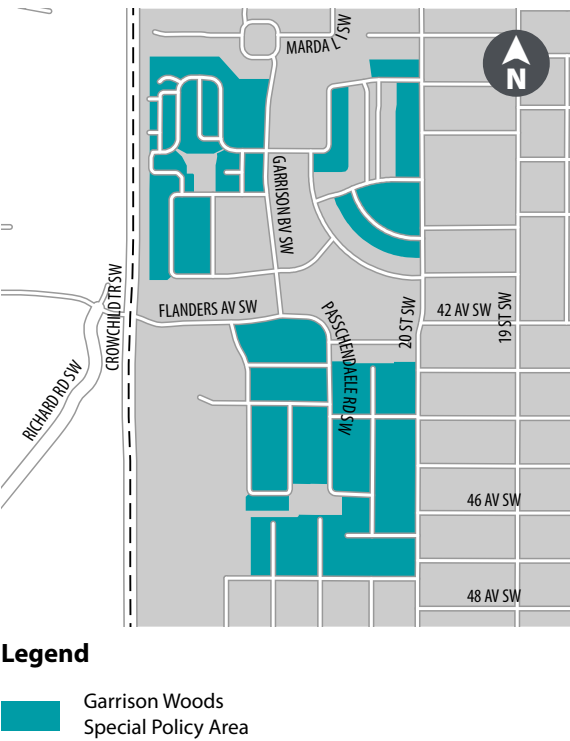
2.2.6.3 Garrison Woods

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 8: Garrison Woods Special Policy Area



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.



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.

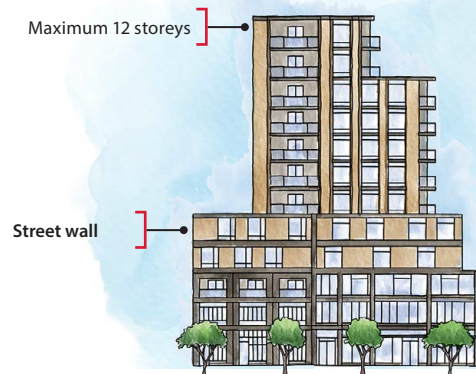


2.3.4 Mid Scale

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.



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**.

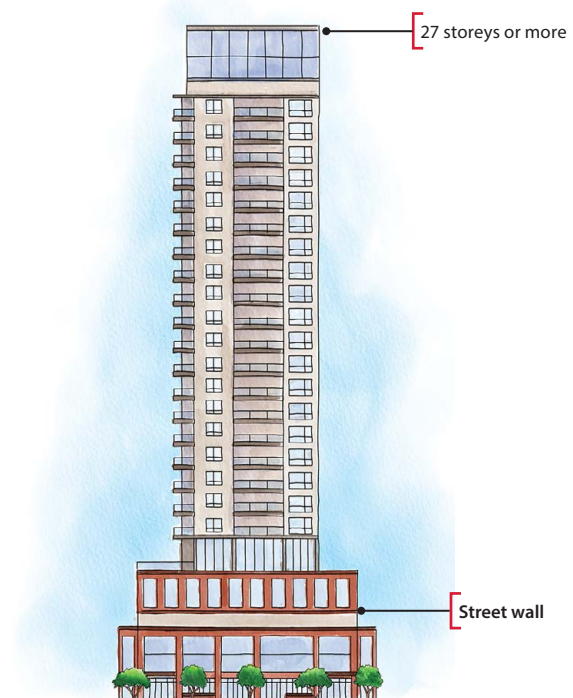


2.3.6 Highest Scale

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.

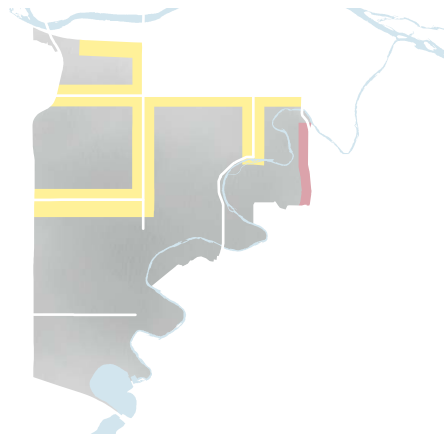
2.5 Area Specific Policies

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.



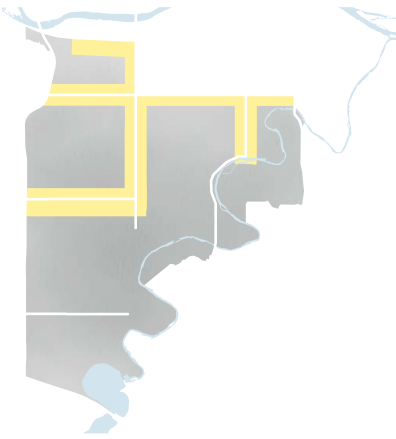
Policy

- 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 stepbacks 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

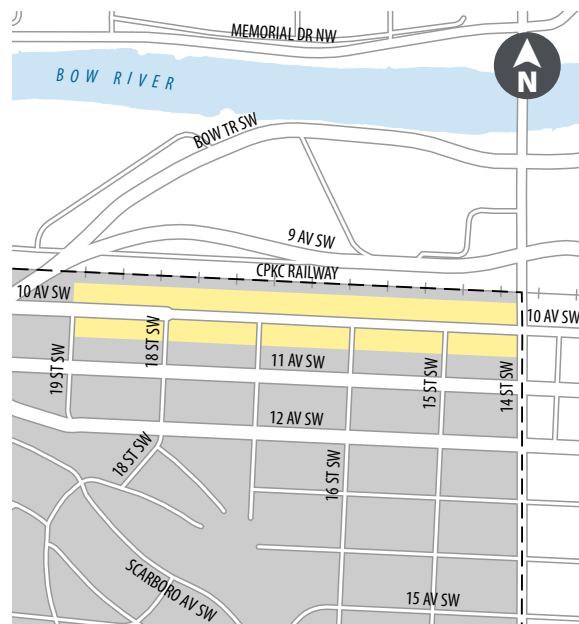
The portion of 10 Avenue SW between 19 Street SW and 14 Street SW is identified as a Neighbourhood **Main Street**, and serves as a **pedestrian**, transit, and vehicular gateway to the Greater Downtown from the west. The elevated Blue Line LRT and the CPKC freight rail corridor run immediately to the 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 9: 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 10, 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 10: 17 Avenue SW Modified Building Height

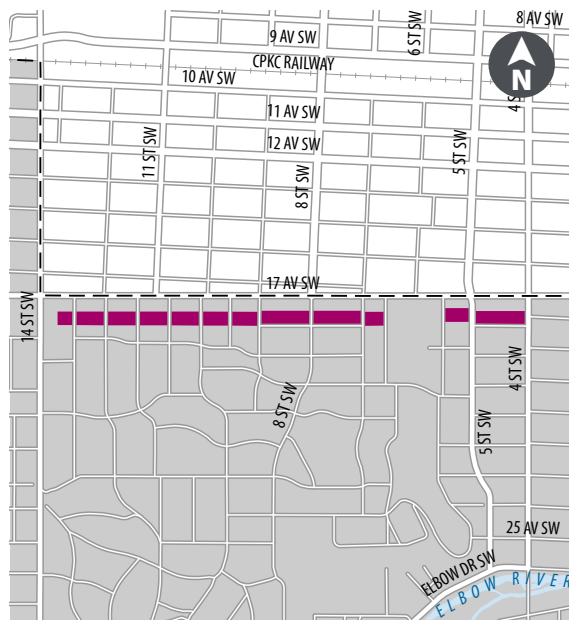
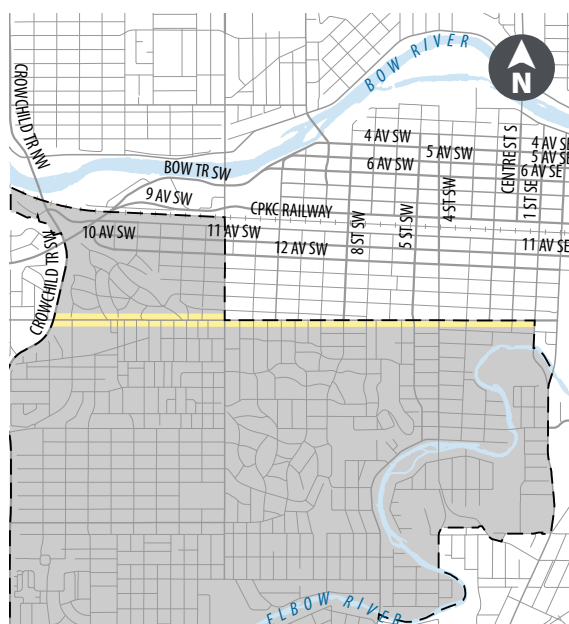


Figure 11: 17 Avenue SW Neighbourhood Main Street



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

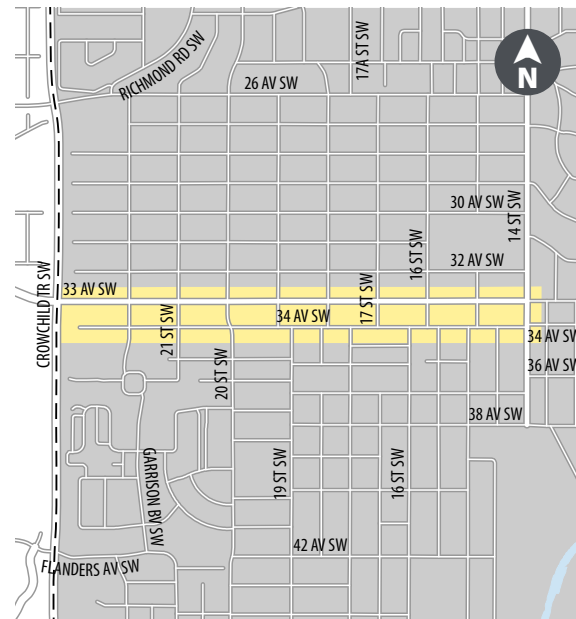
- a. Portions of the 33 Avenue SW Neighbourhood **Main Street** are identified as forming part of the **Core Zone** or **Transition Zone** for the Marda Loop **transit station area** on the MAX Yellow BRT line. Additional policies for **transit station areas** are found in section 2.5.4.
- b. Commercial 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 12, 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. Conversion of existing residential buildings to commercial uses or **work-live units** on 34 Avenue SW is encouraged.

Figure 12: 33 Avenue SW and 34 Avenue SW Modified Building Height



- f. 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.
- g. 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 13: 33 Avenue SW Neighbourhood Main Street



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 14: 4 Street SW Neighbourhood Main Street



2.5.2.5 14 Street SW Neighbourhood Main Street

A portion of 14 Street SW from 9 Avenue SW to 33 Avenue SW is identified as a Neighbourhood **Main Street** in The City's **municipal development plan**. 14 Street SW is a north-south corridor for vehicles and transit, providing connections from the Greater Downtown to southwest communities and the Elbow River. Land uses on 14 Street SW allow for mixed-use and residential development. 14 Street SW intersects with several other Neighbourhood **Main Streets**, including 10 Avenue SW, 17 Avenue SW, and 33 Avenue SW.

In addition to the above general **Main Streets** policy, the below policies are applicable to the 14 Street SW Neighbourhood **Main Street**.

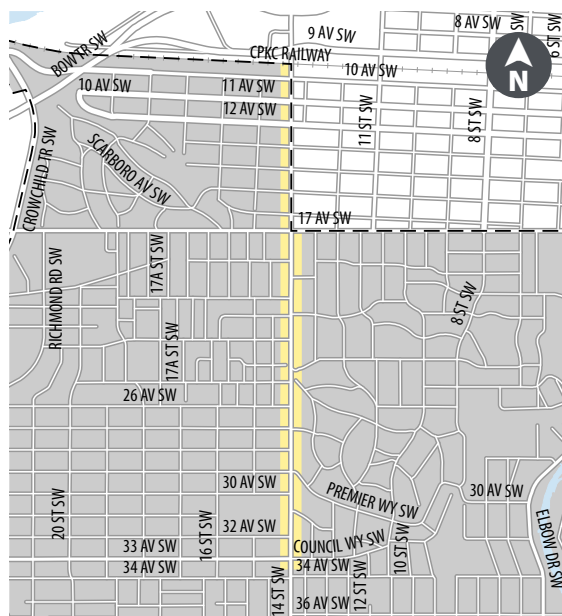
Policy

- a. Development between 14 Street SW and 15 Street SW and between 10 Avenue SW and 10 Avenue SW, as identified in Figure 15, with a building scale designation of Modified Building Scale Area, should be a maximum of 16 storeys or less.
- b. Conversion of existing residential buildings to commercial uses or **work-live units** on 14 Street SW south of 17 Avenue SW is encouraged. 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; or,
 - v. protection of privacy through the location or opaquing of windows to prevent overlooking.
- c. Development should locate access via the lane where available, adjacent streets or via access consolidation with adjacent parcels.
- d. Residential development along 14 Street SW is encouraged to provide landscaping within the public realm setback to create a buffer between development and the street.

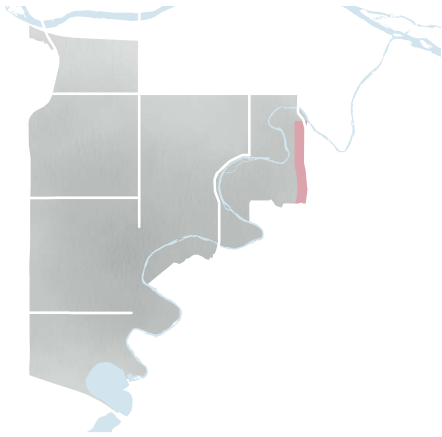
Figure 15: 14 Street SW Modified Building Height



Figure 16: 14 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.

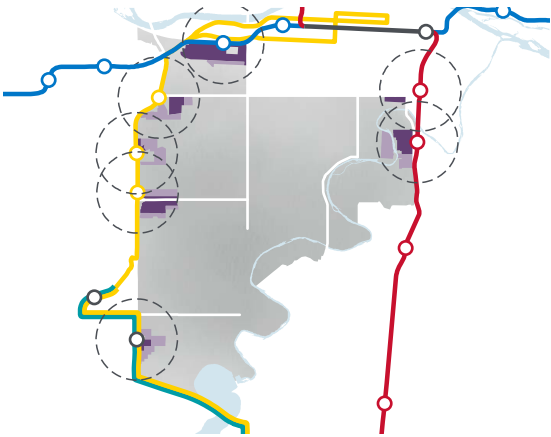
Figure 17: Macleod Trail S Urban Main Street



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 Erlton/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.

- l.** 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 setbacks 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.

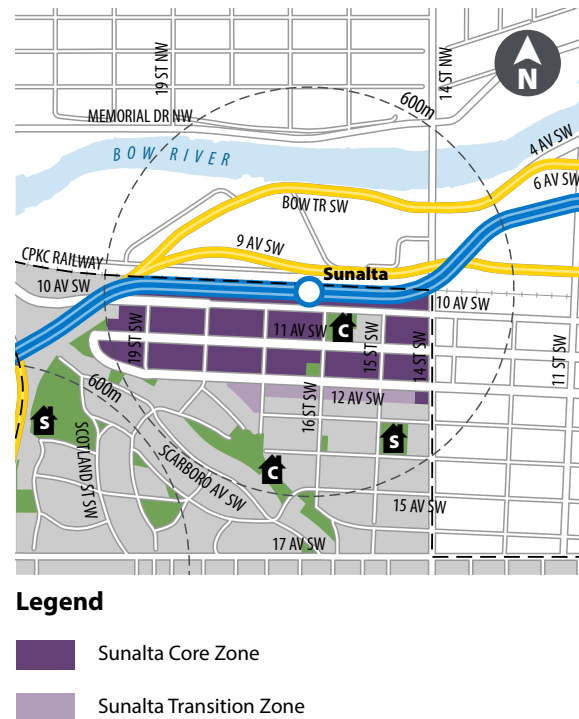
2.5.4.1 Sunalta LRT Station Area

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 18: Sunalta LRT Station Area



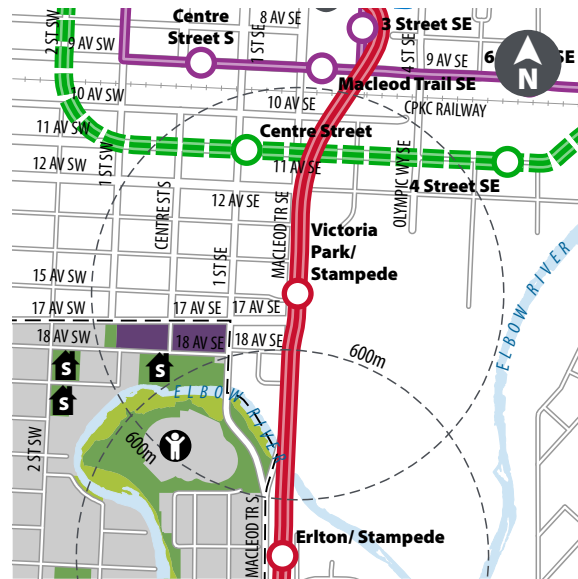
2.5.4.2 Victoria Park/ Stampede LRT Station Area

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 19: Victoria Park/Stampede LRT Station Area



Legend

Victoria Park/ Stampede Core Zone

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 20: Erlton/Stampede LRT Station Area



2.5.4.4 BRT Station Areas

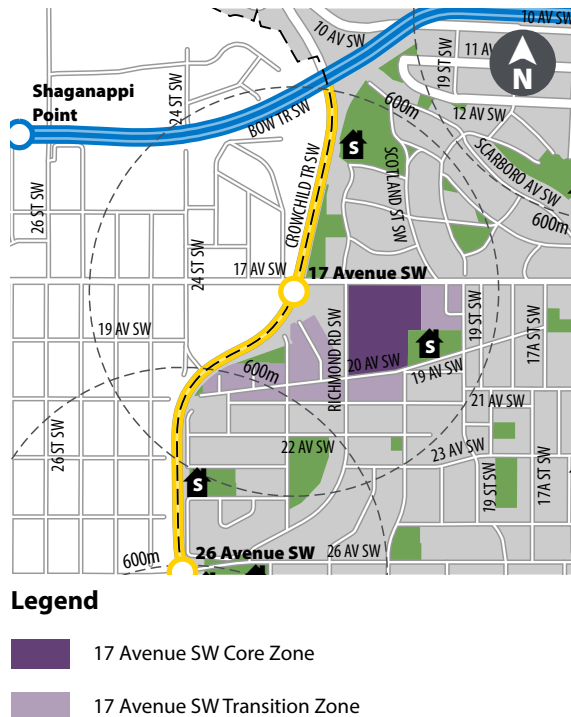
The following policies apply to the BRT station areas in the Plan boundary:

- a. **Pedestrian** connections to the adjacent communities from the transit stops should be safe, convenient, and universally accessible.
- b. New **pedestrian** crossings should be well-defined and designed in a manner that minimizes conflicts with vehicles.
- c. Development in **Core Zones** adjacent to BRT stations are encouraged to integrate with the station.
- d. Laneway closures and/or reconfigurations may be supported near **transit station areas** in order to facilitate improved **pedestrian** access to stations, **public space** design, building interface with station areas, or vehicular circulation and safety.

17 Avenue BRT Station Area

The 17 Avenue BRT Station is located on Crowchild Trail SW near 17 Avenue SW, and services the MAX Yellow BRT. This transit station is at a lower grade compared to adjacent residential uses. At the intersection of Crowchild Trail and 17 Avenue SW is another bus stop servicing the #2 bus route.

Figure 21: 17 Avenue SW Transit Station Area



Policy

- e. Policies for development on the 17 Avenue SW Neighbourhood Main Street are contained in Section 2.5.2.2.

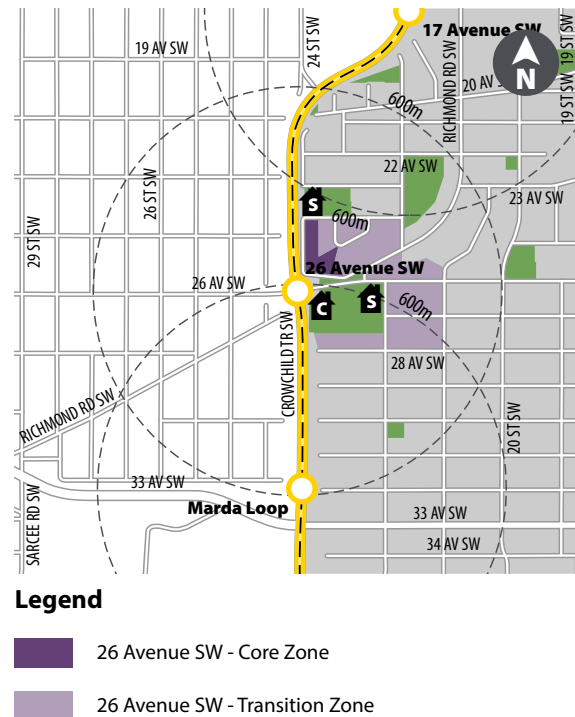
26 Avenue SW BRT Station Area

The 26 Avenue SW BRT Station is located on Crowchild Trail SW next to the 26 Avenue SW overpass, and services the MAX Yellow BRT. At 26 Avenue SW and Crowchild Trail, the station is accessed via a **pedestrian** staircase connecting 26 Avenue SW to the transit station and intersects the #6 bus route that runs east-west along 26 Avenue SW.

Policy

- f. Policies for development on the 26 Avenue SW community corridor are contained in Section 2.5.5.

Figure 22: 26 Avenue SW Transit 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 23: Marda Loop Transit Station Area



Legend

-  Marda Loop Core Zone
-  Marda Loop Transition Zone

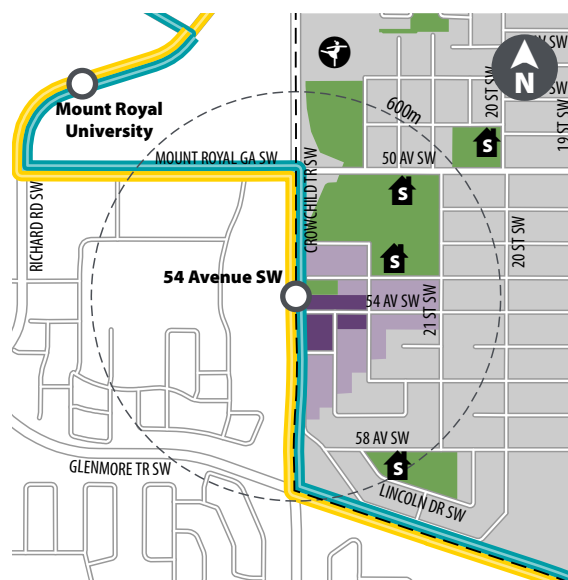
54 Avenue SW BRT Station Area

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 24: 54 Avenue SW Transit Station Area



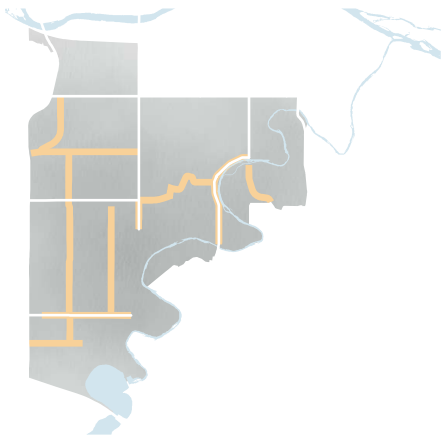
Legend

- 54 Avenue SW Core Zone
- 54 Avenue SW Transition Zone

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**.

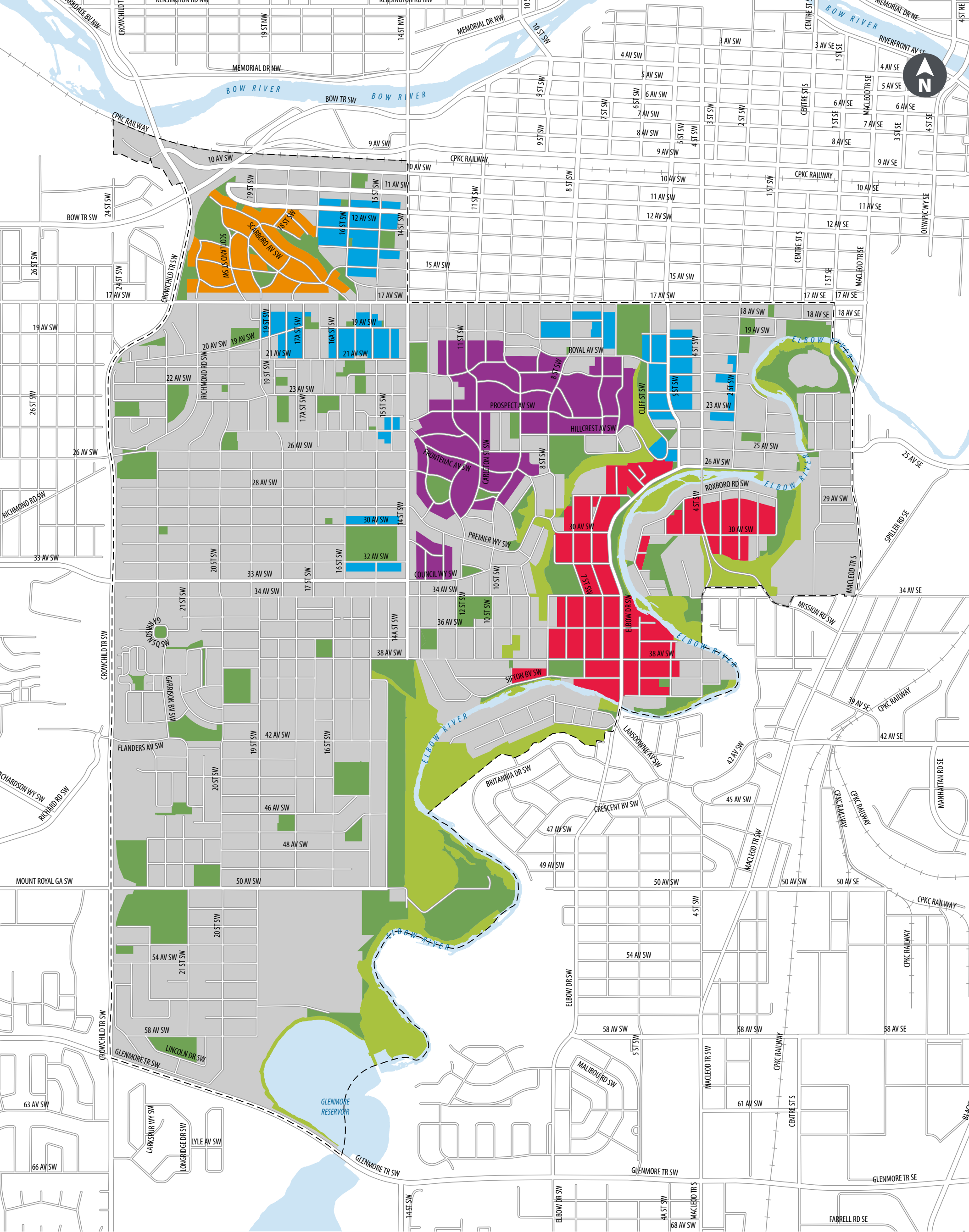
Four distinct precincts have been developed and include a community or group of communities that represent similar types of residential **heritage assets** and development patterns. The precincts are identified on Map 5. For more information about the history of each community, please see Appendix D: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

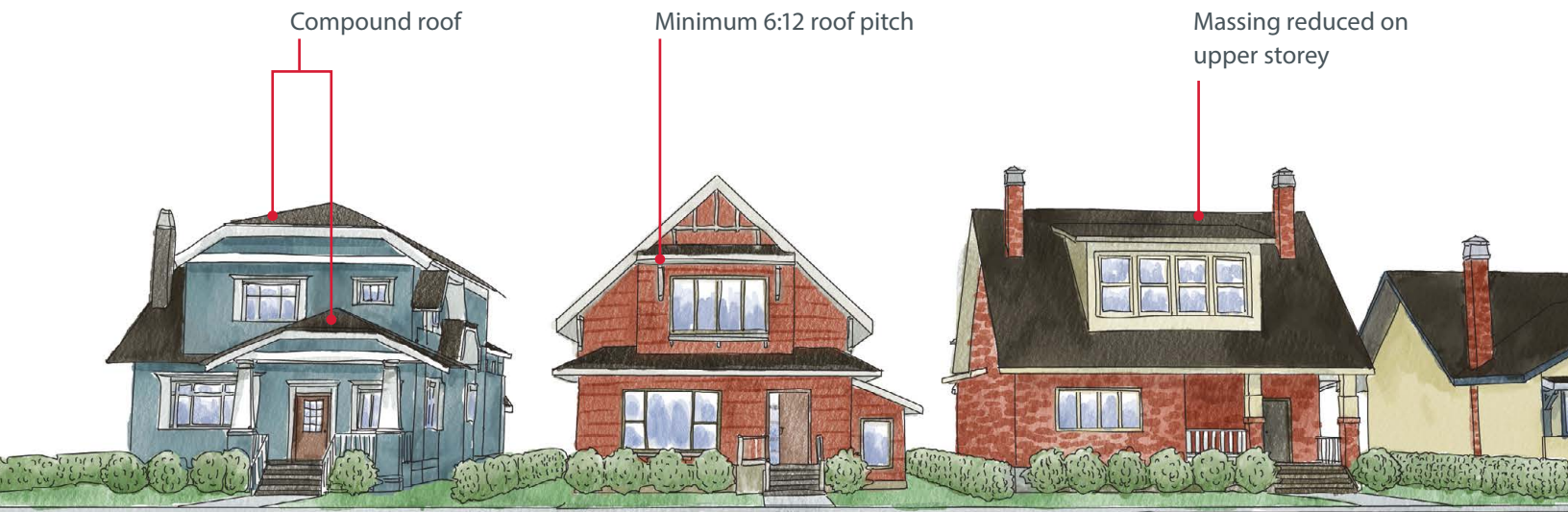
- f.** Notwithstanding the minimum setback in The City's **land use bylaw**:
 - i.** front yard setbacks should be informed by the existing **heritage assets** on the block; and,
 - ii.** where existing front yard setbacks on the block face are generally consistent (meaning the front yard setback for 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.

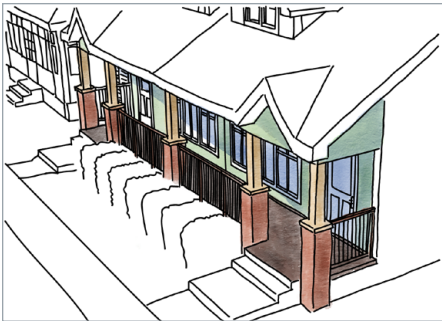


Example of roofs and massing within a Heritage Guideline Area

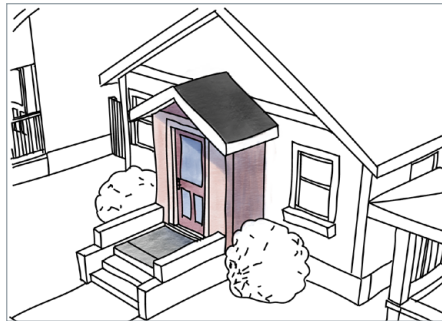
Front Façade

- 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.

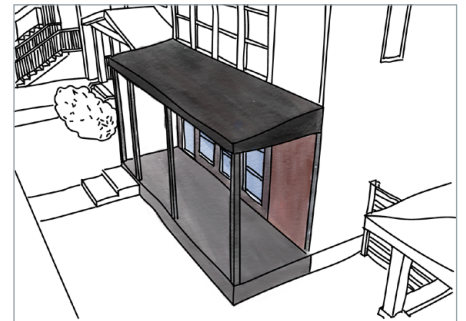
Examples of front projections



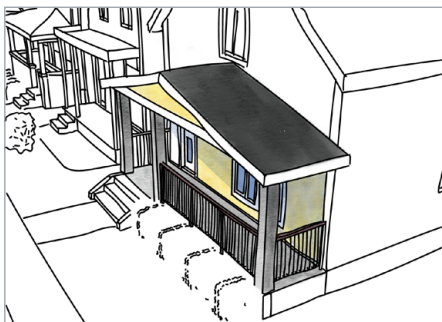
Full width verandah



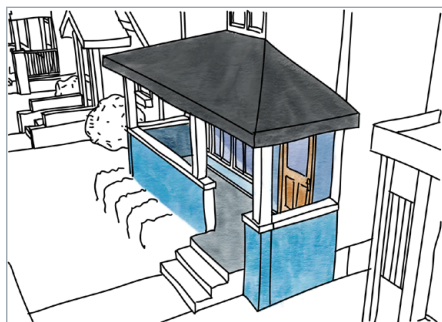
Enclosed entryway



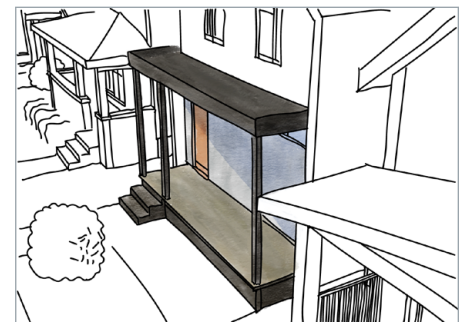
Shed verandah



Gable verandah



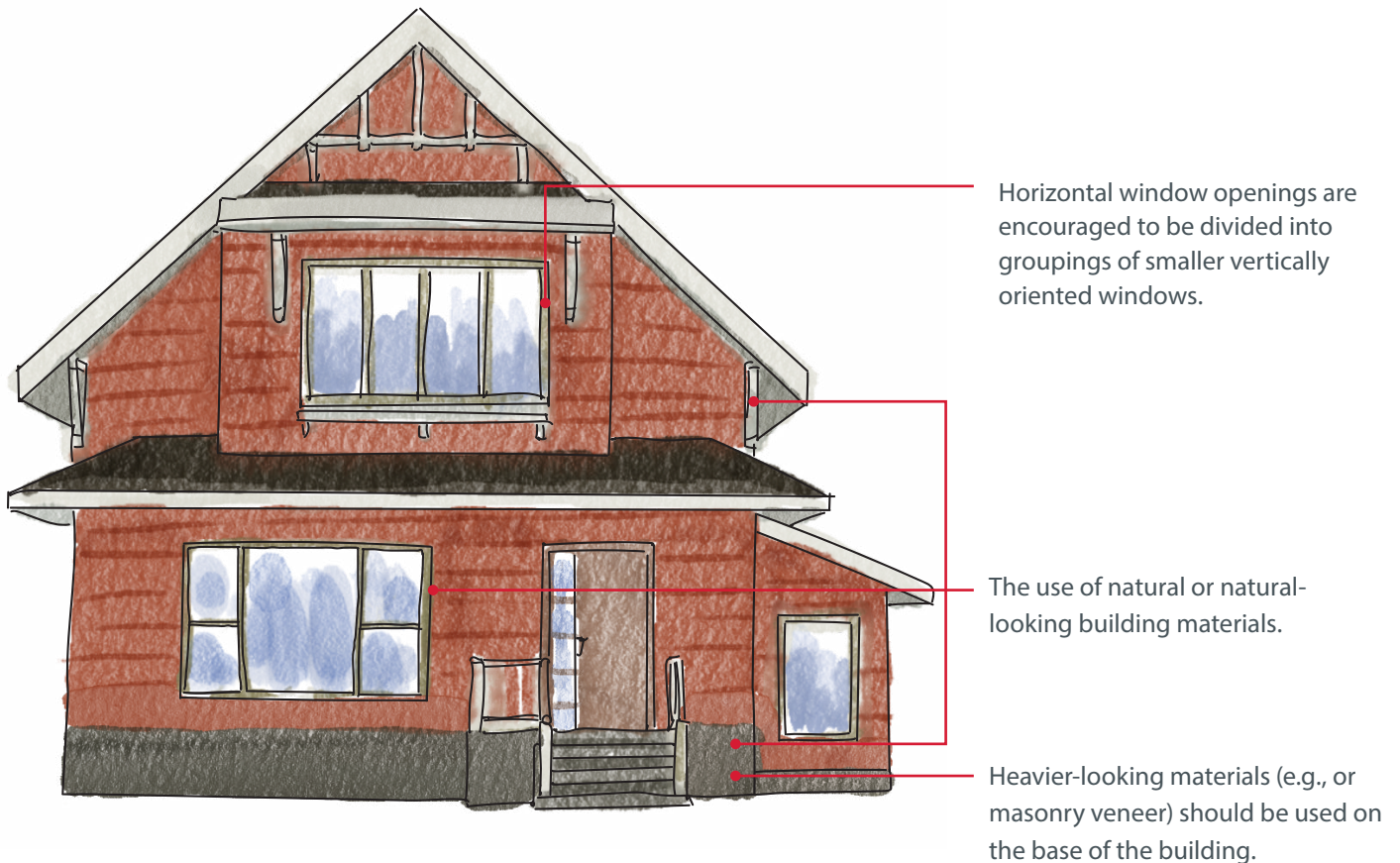
Hipped verandah



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 B: 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.

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.

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.

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.

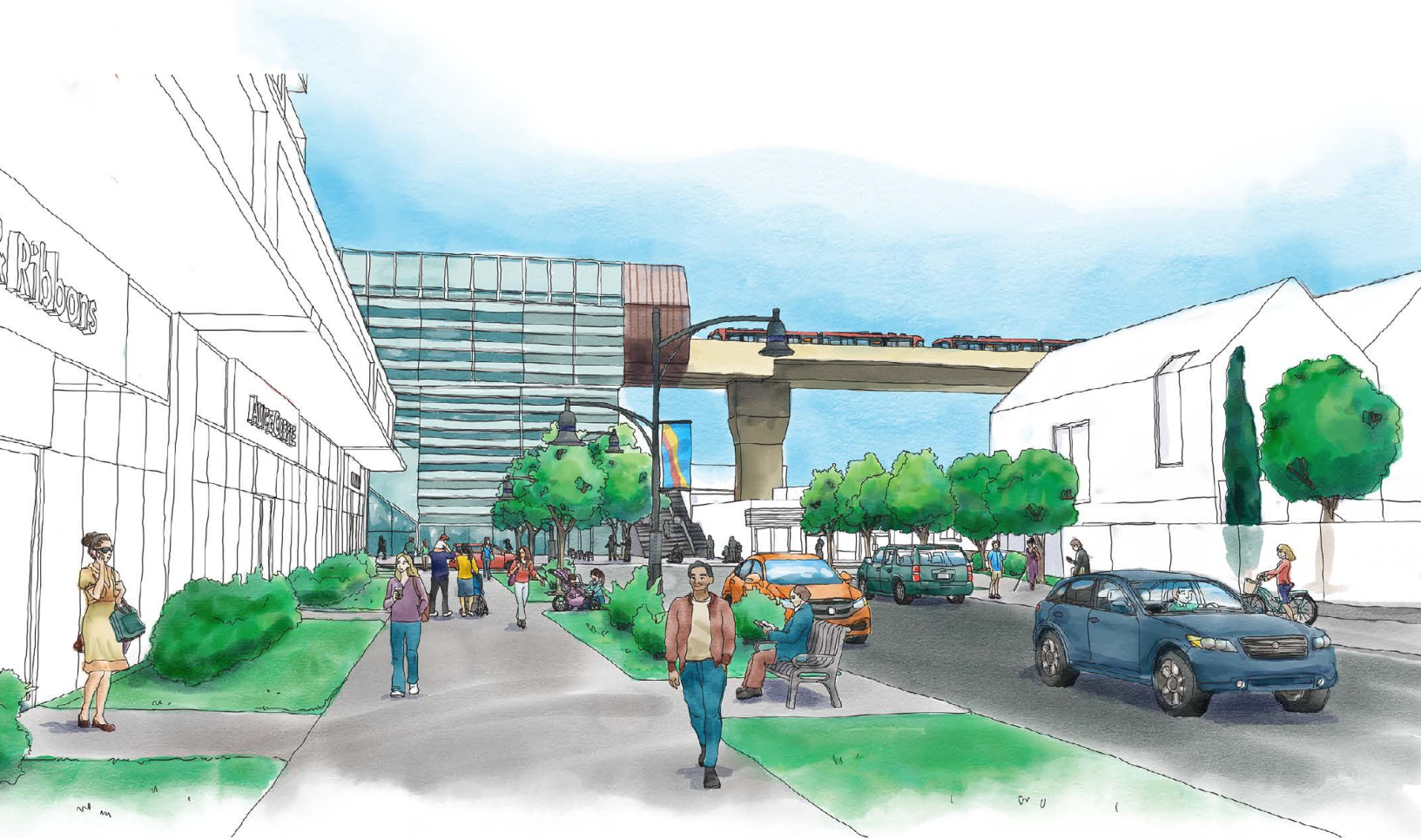
- e. To support future investment in natural areas, escarpments, and riparian areas, the following should be considered:
 - i. provide safe and accessible connections from escarpment ridges and riparian areas to the pathway system along the Elbow River, including formalizing desired pathways, while remediating 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 .



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 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 signalizing 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/Stamper 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

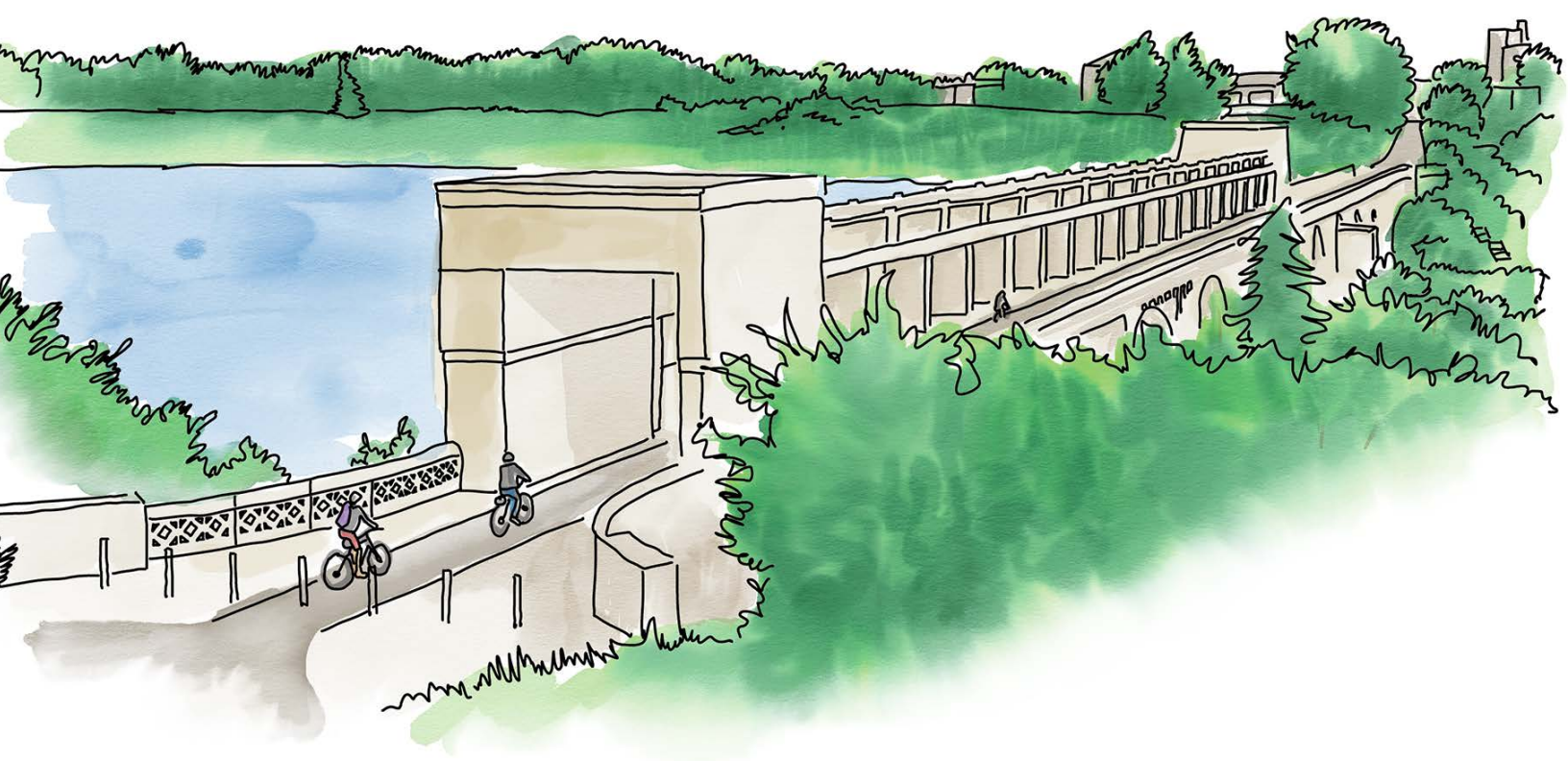
The extent of the 14 Street SW **Main Street** area in the West Elbow Communities spans from the northern extent of the Plan area at 10 Avenue SW to the 33 Avenue SW **Main Street** area. Along 14 Street SW there are many different **built form** conditions that range from primarily residential to solely 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.



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.



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.

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.
- 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

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.
- 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.

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.

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 C: 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 C: 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.

Appendices

Appendix A: Investment Opportunities

In addition to the implementation options provided in Chapter 3, the following implementation actions have been identified by participants through a series of public 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)
Safe and Convenient Mobility	<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>	Varies
Climate Adaptation and Resiliency	Support naturalization of boulevards and road rights-of-way.	Varies
	Explore closing portions of select streets to naturalize streets, provide green infrastructure, and improve pedestrian spaces.	Varies
	Support home retrofits to allow on-site solar power generation.	Varies
	Implement EV charging at City operated parking lots and parkades.	Varies
Daily Needs and Amenities	Implement Phase 2 of the 33 Avenue SW Main Street Master Plan.	South Calgary, Altadore
	Complete and implement Main Street Master Plans for 10 Avenue SW and 14 Street SW.	Sunalta
	Complete and implement a Main Street Master Plan for 17 Avenue SW between Crowchild Trail SW and 14 Street SW.	Scarboro, Bankview
	Complete and implement a Main Street Master Plan for 4 Street SW between 17 Avenue SW and Elbow Drive SW.	Cliff Bungalow, Mission
	Support outdoor patios and patio conversions outside of businesses.	Varies
	Explore the opportunity of closing side streets adjacent to commercial areas and Main Streets to provide public gathering spaces.	Varies

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

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 B1: 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 B2: **Pedestrian** Corridors and Map B3: 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.

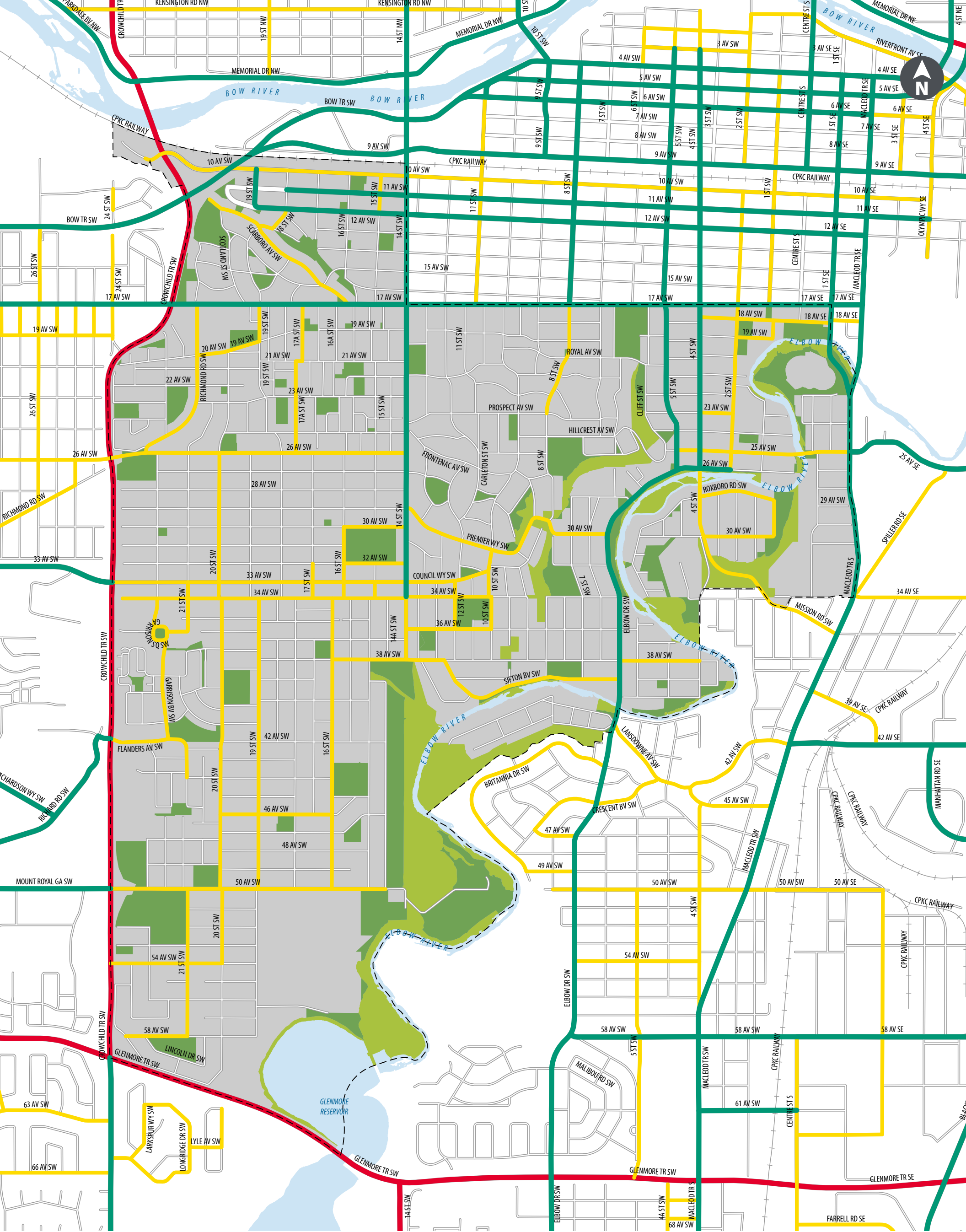
The recommended **pedestrian** corridors depicted on Map B2: **Pedestrian** Corridors inform specific streets where an enhanced **pedestrian** space is desired. An enhanced **pedestrian** corridor may include elements such as wider sidewalks, furniture zones, seating, plantings, and other features that 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 B2 are to provide standard residential sidewalks to create a complete walking network.

The recommended cycling network shown on Map B3: 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 B2: **Pedestrian** Corridors and B3: Cycling Network will take time and will be phased as budget allows, subject to technical feasibility.

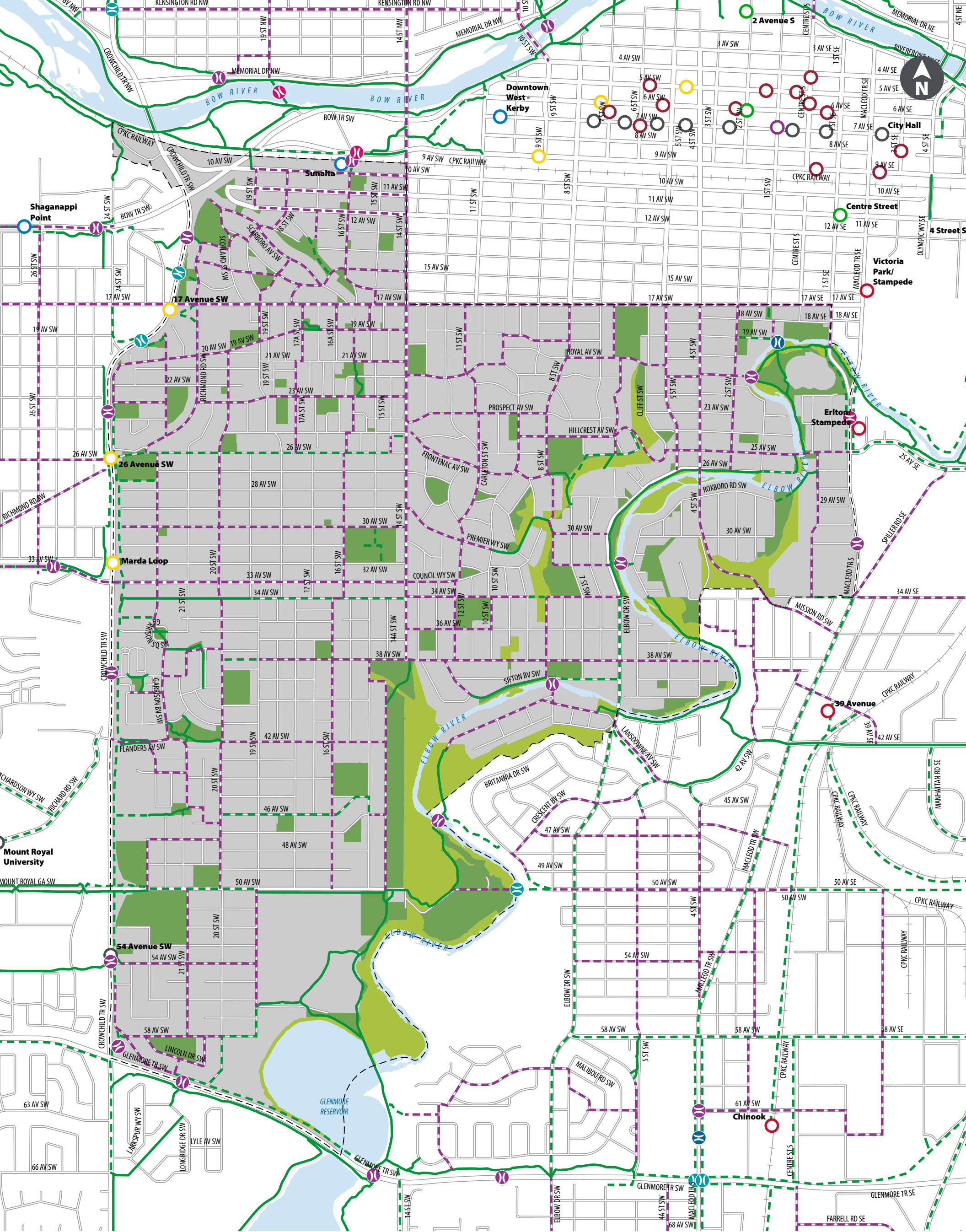
Map B4: Transit Network identifies existing and future major transit routes on the **Primary Transit Network** only.

Map B5: Goods Movement provides an overview based on the Calgary Goods Movement Strategy. The mobility maps in Appendix B 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

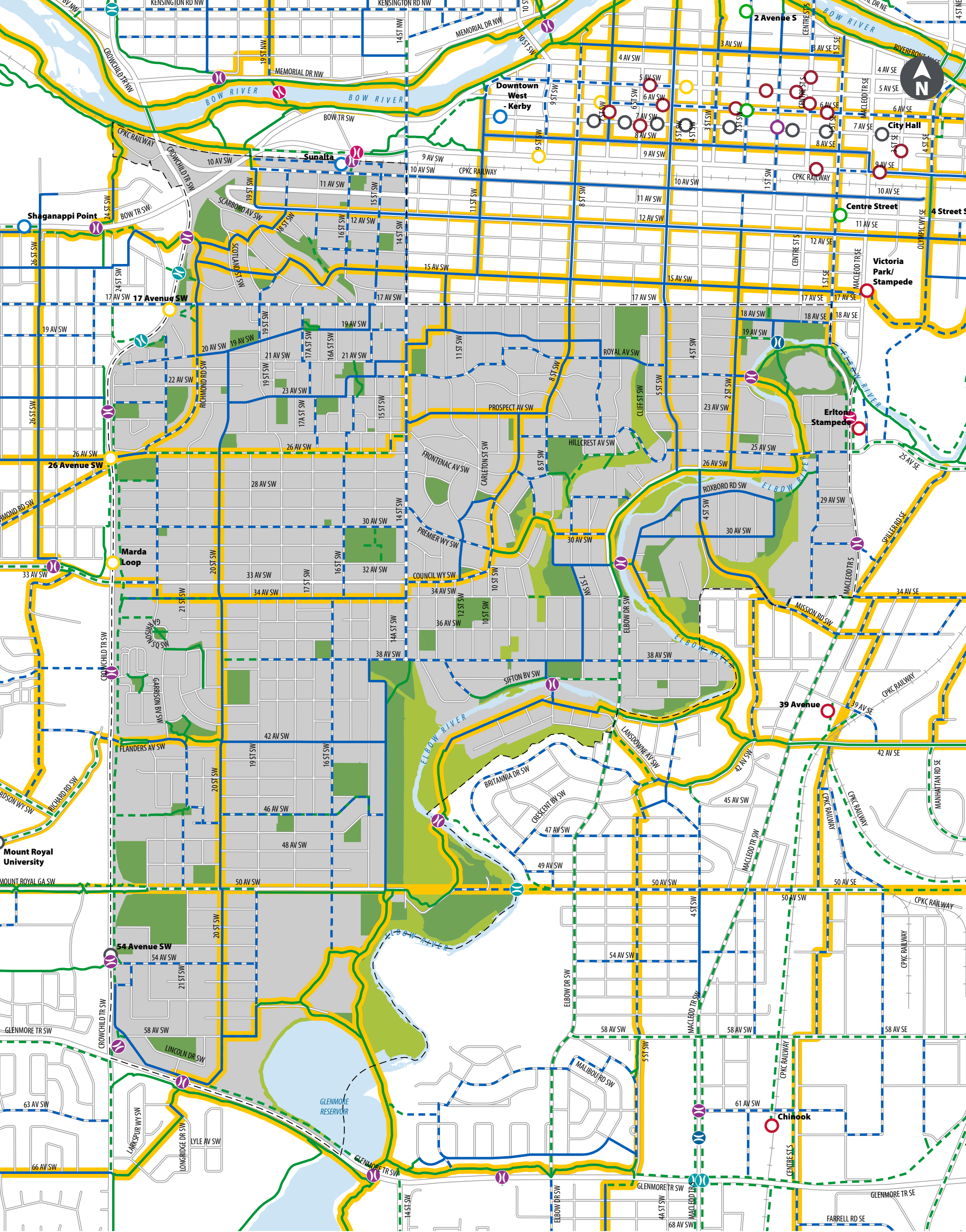
- Legend**
- Skeletal
 - Arterial
 - Collector
 - Local
 - Natural Areas
 - Parks and Open Space
 - Plan Area Boundary



Map B2: Pedestrian Corridors

Legend

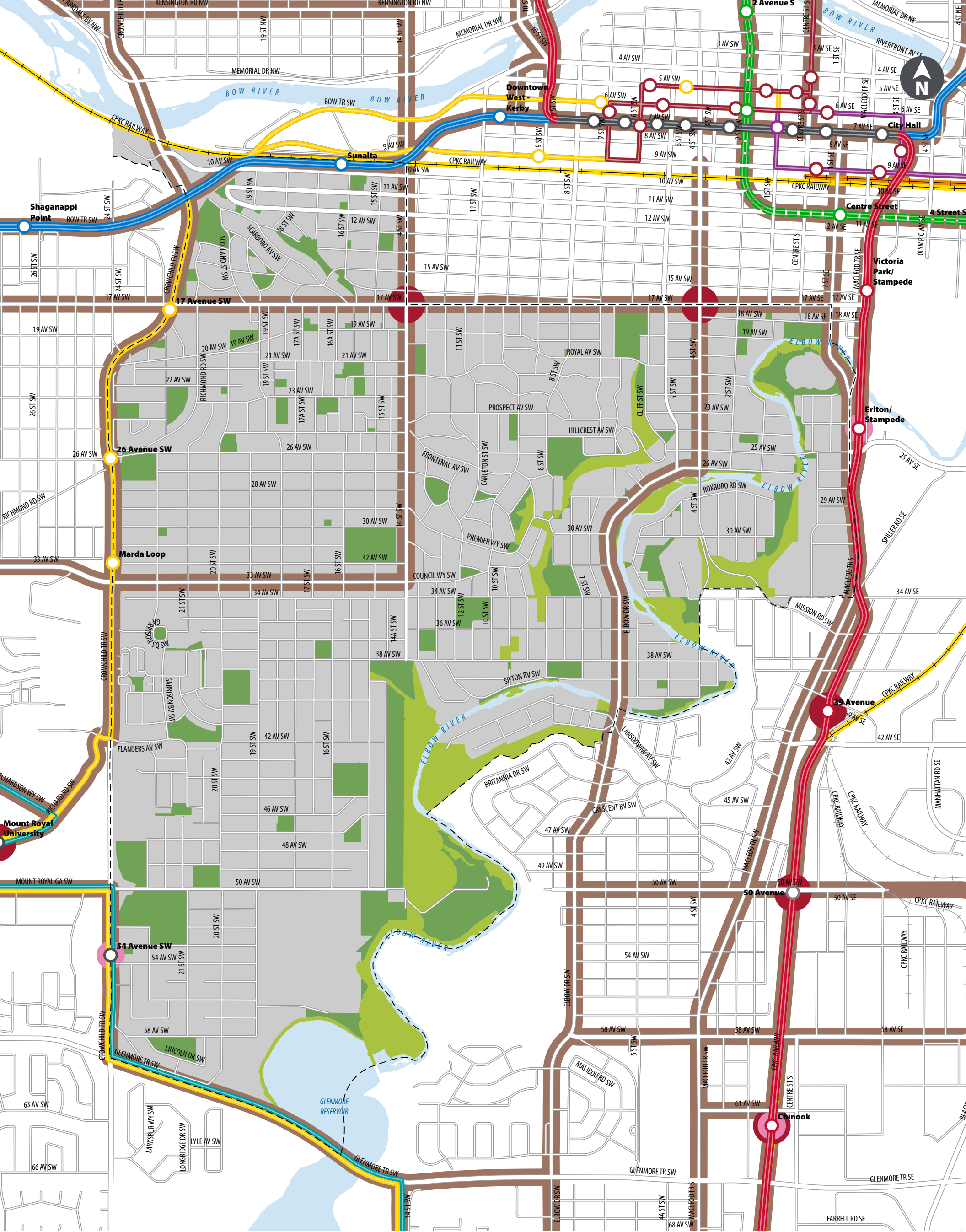
- Existing Pathway
- Proposed Pathway
- Recommended Enhanced Pedestrian Corridor
- Existing Pedestrian/Cycle Crossing
- Future Pedestrian/Cycle Crossing Upgrade
- Future Pedestrian/Cycle Crossing
- Future Pedestrian/Cycle Crossing Location to be Determined
- Natural Areas
- Parks and Open Space
- Blue 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



Map B4:
Transit Network

Legend

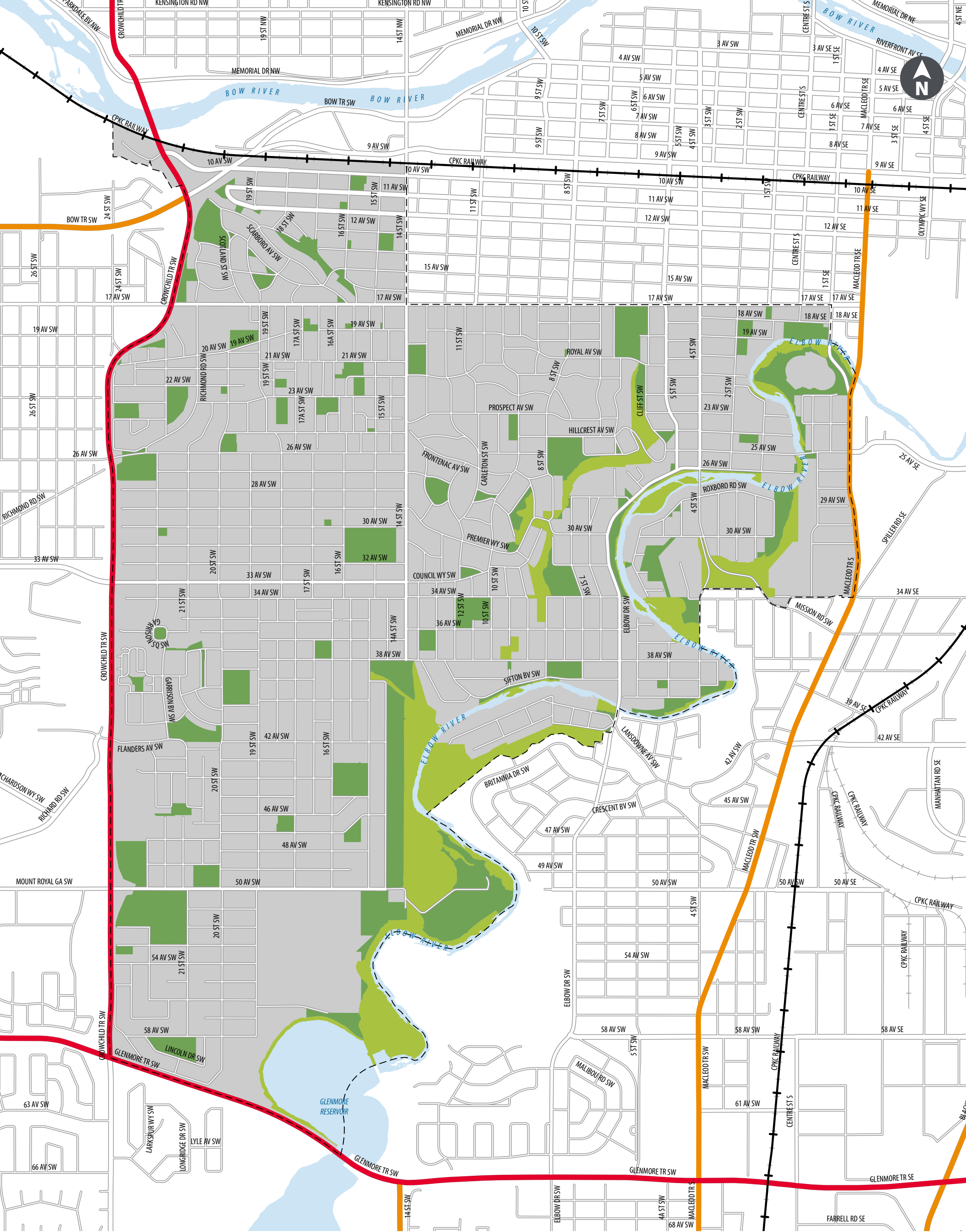
- Primary Transit Network
- CPKC/ Regional Commuter Rail Future
- High Speed Rail Corridor Calgary-Edmonton

- 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
 - Supporting Goods Movement Corridor
- Freight Rail Corridor
 - Natural Areas
- Parks and Open Space
 - 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.

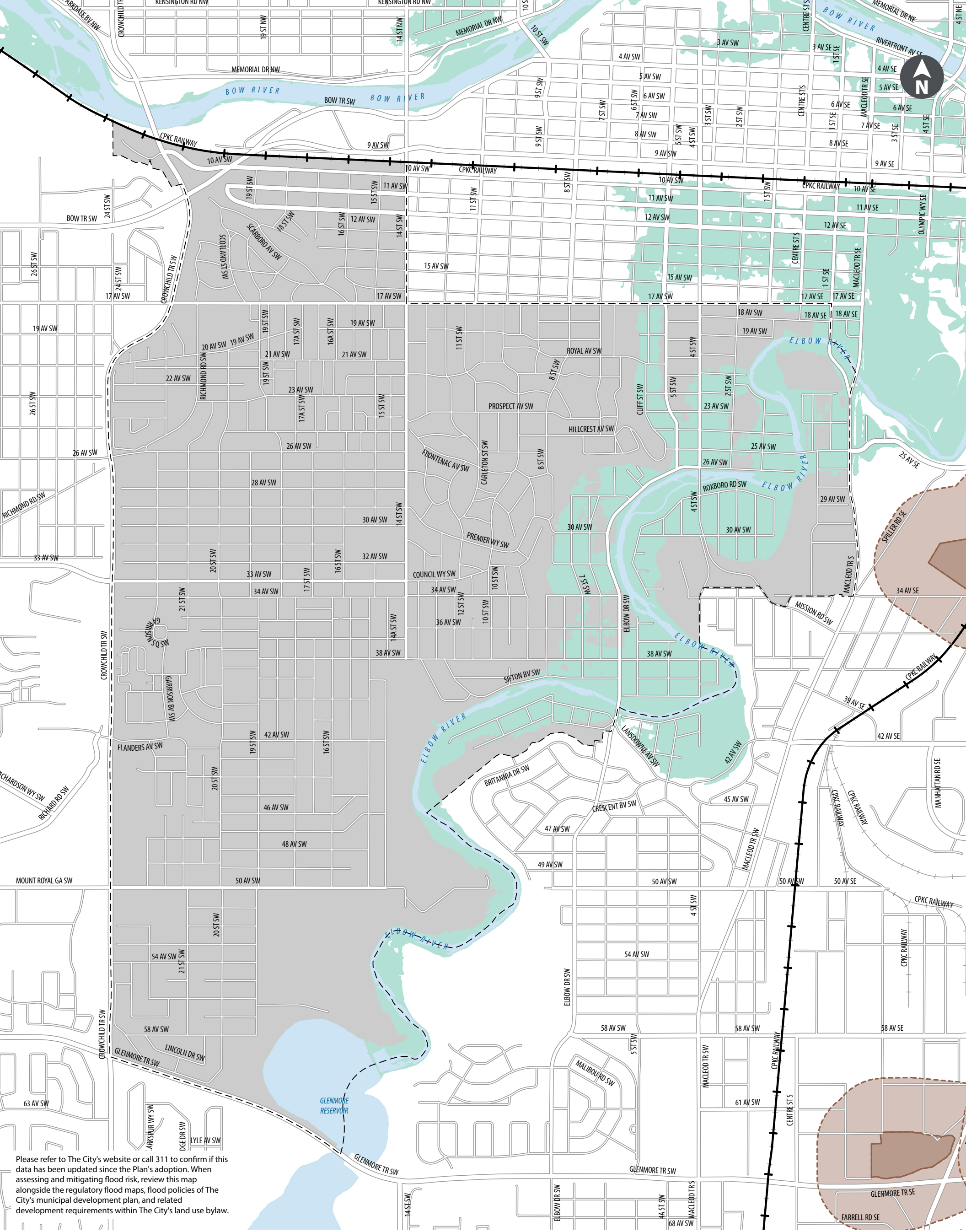
Floodplain

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 in 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 gulley 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 gulley 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.