



# Historic East Calgary

Historic East Calgary Area Redevelopment Plan:  
What We Heard/ What We Did: June 15, 2020

## Executive Summary

The new draft of the Historic East Calgary Local Area Plan (currently known as an Area Redevelopment Plan) is now finished. It is the long-term vision of the Ramsay and Inglewood communities, and surrounding areas. The policies in the new Local Area Plan (LAP) enable and support future planning and growth in the area, so these communities can continue to thrive in the coming years and decades.

Public engagement was conducted by B&A from 2018-2019. The high-level themes that were captured from this engagement process are illustrated below and supported by responses from the project team to demonstrate how the input collected was considered as part of the final draft ARP.

<b>General to All Key Recommendations</b>	
A.1: The ARP should adhere to the Guidebook for Great Communities.	Response: The ARP aligns with the Guidebook for Great Communities.
A.2: Expanded ARP areas and increased detail make maps difficult to read. The ARP should include detailed maps on focus areas such as the one shown in Figure A-2.	Response: Maps adhere to the corporate mapping standards for Local Growth Plans; this recommendation has been shared with the mapping team.  Mini maps have been included in each of the policy areas. LRT and BRT stations have been added to the Urban Form map.
A.3: More effort should be placed on explaining how and why the urban form classifications (the system utilized by the June 2019 Draft Guidebook) are applied in the communities, rather than what they are and how they work which can be referenced to the Guidebook for Great Communities and summarized in the ARP.	Response: Information provided is consistent with the new Local Growth Plan template.
A.4: While ARPs are moving toward more concise documents that do not repeat policy, there is a need to avoid users from needing to access several documents just to understand basic policies. The ARP should reference, and possibly summarize key policy elements of other supporting policy such as the Guidebook for Great Communities, Transit-oriented Development (TOD) policies, Main Street plans, and the MDP. In particular, the urban form classification summaries could be provided for ease of use. References and summaries	Response: Information provided is consistent with the new Local Growth Plan template.  As the Guidebook for Great Communities is meant to evolve over time, references to specific versions of the Guidebook will not be included in the ARP.



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<p>should include the date of the referenced document and a caveat that amendments to referenced documents shall supersede any summary information provided in the ARP.</p>	
<p><b>Heritage, Character, and Vision</b>  <b>Key Recommendations</b></p>	
<p>B.1: Linking heritage to vision and character, a set of essential elements that define the two communities' character should be established, and serve as key indicators and criteria to help guide policy. These essential community character elements can serve to communicate key elements of the two communities' vision as part of the design process for new developments.</p>	<p>Response: The City is currently developing city-wide tools and approaches for heritage preservation. Placeholder policies have been added to the draft and when those tools have been developed, the ARP will incorporate tools from the strategy.</p> <p>More information of the heritage preservation project can be found in the link below.</p> <p><a href="https://www.calgary.ca/PDA/pd/Pages/Heritage-planning/Heritage-conservation-incentives-and-programs.aspx">https://www.calgary.ca/PDA/pd/Pages/Heritage-planning/Heritage-conservation-incentives-and-programs.aspx</a></p>
<p>B.2: Through the historical narrative and in-depth public engagement, several themes have emerged that can be used to define the essential community character elements for Inglewood and Ramsay:</p>	<p>N/A</p>
<p>1. History and Historical Assets: Inglewood and Ramsay are built on an historic foundation. The history exhibited in their built form and historic assets should be preserved and integrated into future development.</p>	<p>Response: The policy encourages adaptive reuse and preservation of historic buildings in Inglewood and Ramsay.</p>
<p>2. Cottage Streetscape: The intimate porch-fronted, tree-lined, single-family streets create an identifiable and unique quality to the communities' lower density residential areas. As low density housing stock is improved, replaced, and intensified, it should seek to maintain this collective streetscape character.</p>	<p>Response: The ARP encourages maintaining existing mature trees.</p> <p>Trees within the public right-of-way are encouraged to be protected on residential streets to maintain historic tree-lined neighbourhood streetscapes.</p>



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<p>3. Mid-Rise Streetscape: Unlike other inner city areas such as the Beltline and East Village that are defined by high-rise corridors, the commercial core for Inglewood and Ramsay is born out of the Mid-Rise Streetscape (Low-Rise building scale of 6 stories or less) character. As intensification and redevelopment occurs in response to affordability and transit investment, this mid-rise character should be maintained along key corridors and as the primary character.</p>	<p>Response: Generally, the 9 Avenue SE Main Street maintains a character of six storeys with opportunities for up to 12 storeys at key locations identified on the Scale Map.</p>
<p>4. Social Spaces: Starting from the front porches of the Cottage Streetscape, to the river edge and mid-rise main streets, to the many intimate neighbourhood green spaces; Inglewood and Ramsay foster sociability from a tight-knit network of public spaces interfacing with a fine-grained rhythm of shopfronts and porches. This network and the sociable character of building frontages should expand and replicate as new development and intensification occurs.</p>	<p>Response: Fostering and encouraging social interaction in parks and open spaces for all ages and abilities is one of the Core Values of the Plan.</p> <p>The City is currently developing city-wide tools and approaches for heritage preservation. Placeholder policies have been added to the draft and when those tools have been developed, the ARP will incorporate tools from the strategy.</p>
<p>5. Quirky and Eclectic: These are historic communities that have always responded to change: The old and new, the regional and local, the big industrial and quaint cottage, the traditional and the modern. Tied together by elements 1 to 4, this change can preserve and expand on the communities' eclectic character.</p>	<p>Response: The ARP's vision speaks to the communities' continuing to evolve while complementing existing heritage. Policies in the ARP also speak to preserving and re-adapting heritage.</p>
<p>B.3: Many of these elements may not be able to translate into specific policy and/or land use district requirements, but should at least be communicated as part of the narrative for the communities' vision and aspirational elements as new development is considered.</p>	<p>Response: The ARP envisions that communities will continue to evolve as culturally diverse, vibrant and eclectic neighbourhoods.</p> <p>The introduction of each policy area also include the vision of future development.</p>
<p><b>Heritage Preservation Key Recommendations</b></p>	
<p>C.1: Heritage preservation should be uncoupled from density.</p>	<p>Response to C.1- C.10: The City is currently developing city-wide tools and approaches for heritage preservation. When that has been established, the ARP will incorporate tools from the strategy.</p>
<p>C.2: The ARP should link to a City-wide solution to heritage preservation.</p>	
<p>C.3: Where a bonusing system is proposed, it should align with a City-wide solution and policy. Bonusing should be tested for viability of system administration, developer</p>	



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<p>cost-benefit of the bonusing approach, and the overall effect of increased intensities in a plan area.</p>	<p>For more information on the heritage preservation project, please visit the link below.</p>
<p>C.4: Should a bonusing system be adopted, mapping and policy should be clear on base intensities and maximum allowable intensities.</p>	<p><a href="https://www.calgary.ca/PDA/pd/Pages/Heritage-planning/Heritage-conservation-incentives-and-programs.aspx">https://www.calgary.ca/PDA/pd/Pages/Heritage-planning/Heritage-conservation-incentives-and-programs.aspx</a></p>
<p>C.5: Heritage preservation bonusing should be localized to directly link the benefiting site to the contributing asset. The 9 Avenue S.E. main street is ideal for this approach.</p>	
<p>C.6: Bonusing for inclusion of publicly accessible outdoor amenity space should be localized to larger redevelopment sites, especially where municipal reserves are not required. If this is not achievable, then the communities should have a priority list for public amenities. The establishment of a community enhancement fund should be explored to fund local initiatives.</p>	
<p>C.7: The preservation of Character Homes should not be part of a bonusing system, particularly when they are disconnected from the benefiting site. Other programs should be explored to address Character Homes as part of a City-wide approach.</p>	
<p>C.8: Preservation policies should be measured against the essential community character elements discussed in the previous section.</p>	
<p>C.9: Policies should be developed to preserve the character of the Mid-Rise (Low-Rise building scale of 6 storeys or less) and Cottage Streetscapes, providing a better chance for the preservation and renovation of Character Homes that are otherwise out of date and encouraging appropriate infilling.</p>	
<p>C.10: The preservation of historically significant Character Homes listed on The City’s Inventory of Evaluated Historic Resources should be identified as a separate, more urgent pursuit than the general stock of character homes. The City’s heritage program should explore additional mechanisms to preserve these Character Homes.</p>	
<p>C.11: Registered Historic Assets and other significant potential heritage resources such as buildings and landscapes that are important to the Inglewood and Ramsay communities should be identified on a map in the ARP, noting the official Inventory of Evaluated Historic Resources shall prevail.</p>	<p>Response: This will be determined though the city-wide tools and approaches for heritage and through corporate standardized maps for local growth plans.</p>



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<b>Height, Density, Intensity Key Recommendations</b>	
D.1: The ARP should base height and intensity on the Guidebook for Great Communities urban form categories rather than specific building heights and floor area ratio (FAR).	Response: Information provided is consistent with the Guidebook for Great Communities.
D.2: The June 2019 Draft Guidebook allows for local area plans to modify and or qualify certain policies and elements in the June 2019 Draft Guidebook. In this way, specific outcomes recommended in this Report should be ensured through ARP policy as modifications to Guidebook for Great Communities policy.	Response: Neighbourhood specific policies have been included for each of the policy area as appropriate.
D.3: Floor area ratio is a clumsy indicator of intensity and provides no qualitative measure. Lot coverage, building and storey height, and other form modifiers such as setbacks and stepbacks are more precise regulators of form which can be guided by the ARP and enforced by the Land Use Bylaw. Floor area ratio should not be included as part of the ARP.	Response: Content in the ARP is consistent with the new Local Growth Plan template. Floor Area Ratio is not being included at this time.
D.4: Buildings should be able to gradually transition between building scale categories within a parcel achieving the desired outcome through a number of building modifiers such as an upper storey setback. The specific setback should respond to the desired outcome, such as shadowing and the need to maintain a certain scale of a street.	Response: Specific setbacks and stepbacks would be considered at the development permit stage. The Guidebook for Great Communities includes Built Form policies including building design and scale transition.  For example, a policy that speaks to reducing shadow on the northern sidewalk of 9 Avenue SE has been included in the ARP.
D.5: Building scale categories should transition sequentially to the next building scale category.	Response: The ARP generally adheres to this recommendation.
D.6: The historic heights along 9 Avenue S.E. ranging between 20.0m and 22.5m sets the threshold for “mid-rise” that can be used throughout the communities, establishing a corridor height for the Low Rise and Mid Rise building scale categories through either a stepback, or a full urban form transition as referenced in D.4 above.	Response: Generally, the main street is shown as being six storeys (the Guidebook for Great Communities does not use metres to measure, only storeys). There are specific areas such key locations where additional intensities have been deemed appropriate, those areas will be up to 12 storeys.
D.7: The High-Rise building scale category is not specifically mapped as it needs to be strategically designed into specific sites to minimize visual and shadow	Response: Due to the scale categories in the Guidebook for Great Communities, the High (26 storeys or less) category has been use to indicate



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impact. Recommended sites for consideration are noted in the detailed plan recommendations that follow.	areas were buildings taller than 12 storeys would be appropriate.
D.8 Where permitted and mapped, the High-Rise urban form category should not exceed 16 storeys.	Response: In the Historic East Calgary Communities High Scale is primarily located along 26 Avenue SE and east of Portland Road SE.
<b>E. Land Use and Built Form Key Recommendations</b>	
E.1: The ARP should base the land use and built form approach on the Guidebook for Great Communities	Response: The ARP aligns with the Guidebook for Great Communities.
<b>Comprehensive Sites Generally Key Recommendations</b>	
F.1: Master Plan: Through the Guidebook for Great Communities or another policy document, an option for a Master Plan process should be established for the June 2019 Draft Guidebook’s “Comprehensive Large Sites.” The Master Plan would describe a comprehensive redevelopment concept for the site in support of a Land Use Redesignation or Development Permit application. For certain larger, more complex sites, it could also allow for incremental redevelopment to proceed without the requirement for a more binding site-wide Outline Plan.	Response: The City is currently undertaking a project to establish consistency in the purpose, scope and components of the master plan process. Future master plans would follow the established process and scope.  The ARP speaks to creating a master plan/outline plan for specific sites and provides policy direction for future master plan/outline plans on specific sites.
F.2: Planning Principles: Master Plans should establish clear planning principles for walkable urban places including small blocks, connected walkable streets, active street oriented frontages, a mix of uses, and the provision for public space and green space, especially on large projects where no municipal reserve is due.	Response: The City is currently undertaking a project to establish consistency in the purpose, scope and components of the master plan process. Future master plans would follow the established process and scope.  The ARP speaks to creating a master plan/outline plan for specific sites and provides policy direction for future master plan/outline plans on specific sites.
F.3: The following sites should be identified in the ARP as “Comprehensive Large Sites” as defined by the June 2019 Draft Guidebook.	Response: A number of sites are identified with a Comprehensive Planning Site which requires additional planning work at a future stage.
<b>Main Street: 9 Ave S.E. Inglewood Key Recommendations</b>	
G.1: Generally, the scale of the 9 Avenue S.E. and 12 Street S.E. corridors should maintain a midrise character	Response: Generally, the 9 Avenue SE Main Street maintains a character of six storeys.



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<p>range between 20.0m and 22.5m in height with exceptions as noted below. G.2: The location at the west edge of 9 Avenue S.E. is a highly visible and traveled gateway into the entire community. A taller element at this corner provides a vertical entry statement and a gateway compositional element. Limited width and varied heights will reduce shadow impacts.</p>	<p>Along 12 Street, development will be approximately six storeys at the north end towards Inglewood and will increase up to 26 storeys next to the 26 Avenue SE LRT Station.</p>
<p>G.3: The intersection of 9 Avenue and 12 Street S.E. allows for intensification and an iconic centering element - taller buildings marking the center of Inglewood's 9 Avenue S.E. and a place where Ramsay's new main street meets the 9 Avenue SE. corridor.</p>	<p>Response: Development will be up to 12 storeys at the corner of 9 Avenue SE and 12 Street SE.</p>
<p>G.4: Extra height can be achieved on redevelopable sections of the south side of 9 Avenue S.E. through an urban form transition as referenced in D.4, but limited by shadow impact as illustrated in Figure G-2.</p>	<p>Response: Development to the south of 9 Avenue SE, to the west of 12 Street SE in the Inglewood Triangle will be up to 12 storeys. Building modifiers and specific setbacks and stepbacks would be considered at the development permit stage.</p>
<p>G.5: Height on the north side of the corridor should not increase shadowing to the north from a 20.0m height reference at back of lot, and should respect the mid-rise scale of 9 Avenue S.E. that ranges between 20.0m and 22.5m.</p>	<p>Response: Development will respond to the specific Urban Form Category and Scale forms.</p> <p>The Guidebook for Great Communities includes Built Form policies including building design and scale transition.</p>
<p>G.6: Although the upper storeys on new buildings should focus on residential uses, these corridors serve as the commercial heart of the community and should be identified as Neighbourhood Mixed-Use, Commercial Major with Active Frontages along the ground storey as defined by the Guidebook for Great Communities</p>	<p>Response: The Municipal Development Plan identifies 9 Avenue SE as a Neighbourhood Main Street. The ARP identifies the area as Neighbourhood – Commercial Major and Neighbourhood Commercial Minor. The ARP also incorporates the Active Frontage and Commercial Flex along 9 Avenue SE.</p>
<p><b>Ramsay Main Street &amp; Transit Oriented Development (TOD) Key Recommendations</b></p>	
<p>H.1: Maintain a Mid-Rise Streetscape (Low-Rise building scale of 6 storeys or less) and an Active Frontage for 11 Street S.E., Mid-Rise Streetscape (Buildings 6 storeys or less) scale can be established interior to the blocks and off major corridors.</p>	<p>Response: Along 12 Street SE, development will be approximately six storeys at the north end towards Inglewood and will increase to up to 26 storeys around the 26 Avenue SE LRT Station.</p>
<p>H.2: High-Rise building scale can be explored within certain areas as shown on the maps as part of the Master Plan process. Land use should not exceed sixteen storeys</p>	<p>Development in the 'High' category is generally limited to around 26 Avenue SE LRT station</p>



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<b>Inglewood/Ramsay Transit Oriented Development (TOD)</b> <b>Key Recommendations</b>	
<p>I.1: The 11/12 Street S.E corridor should maintain the historical scale of the Mid-Rise Streetscape (Low-Rise building scale of up to 6 storeys), with taller buildings strategically located on interior sites.</p>	<p>Response: Along 12 Street SE, development will be approximately six storeys at the north end towards Inglewood and will increase to up to 26 storeys next to the 26 Avenue SE LRT Station.</p>
<p>I.2: The old Brewery site should be master planned, with careful placement of taller buildings to reduce shadow impact, safe and visible pedestrian connections to the future station, inclusion of urban public spaces and green space, and preservation of Mid-Rise Streetscape (Low-Rise building scale) character along existing corridors.</p>	<p>Response: The Brewery site is being shown with a Comprehensive Planning Site which will require a master plan/outline plan process for redevelopment. Policy direction for the master plan/outline plan process states that the site interface should step down towards lower scale categories.</p>
<b>Bus Rapid Transit-Oriented Development (TOD) - Blackfoot Truck Stop</b> <b>Key Recommendations</b>	
<p>J.1: The entire site should be designed cohesively under a Master Plan (F.1), including new streets, public spaces, and careful placement of taller buildings.</p>	<p>Response: This area is being shown with a Comprehensive Planning Site, which indicates that additional planning work will be required through a master plan/outline plan process.</p>
<p>J.2: Master planning of the TOD should include both sides of 9 Avenue SE and 19 Street SE, and other areas as noted.</p>	<p>Response: The south side of 9 Avenue SE is not included in the Comprehensive Planning Site, however the land use concept provides guidance for future redevelopment of this area.</p>
<p>J.3: AVPA: Pending AVPA restrictions may limit development potential of the site and should be addressed in a Master Plan, including interim development options should the need arise.</p>	<p>Response: This area is being shown with a Comprehensive Planning Site, which indicates that additional planning work will be required in the future.</p>
<p>J.4: Because of immediate development interest, this site should be included in the ARP as a “Comprehensive Large Site” as defined by the June 2019 Draft Guidebook.</p>	<p>Response: This area is being shown with a Comprehensive Planning Site, which indicates that additional planning work will be required in the future.</p>
<p>J.5: Other recommendations as noted on the adjacent map to the right are recommended.</p>	<p>Response: the ARP generally aligns with the recommendations, with the exception of requiring Active Frontages along 19 Street SE and proposing mid-rise (six storey) to the west of 17A Street SE (next to the freight rail line).</p>
<b>Central-West Ramsay</b> <b>Key Recommendations</b>	



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<p>K.1: The majority of the residential areas of Ramsay are maintained as the Limited-Local building scale, preserving a Cottage Streetscape (B2.2).</p>	<p>Response: The majority of the traditional residential areas in Ramsay are shown as Neighbourhood Housing – Local, apart from 8 Street SE, which is being shown as Neighbourhood Housing Minor.</p>
<p>K.2: 8 Street S.E. is shown as Limited-Minor building scale but should be fine-tuned to a character that limits height to 3 storeys but allows for a mixed use street character including residential, ground oriented multi-family and row houses, commercial (retail, office, service) and institutional uses.</p>	<p>Response: After meeting with a representative from Ramsay CA and industry, 8 Street SE was changed to allow development up to six storeys. This will provide more opportunities for mixed-use development including local amenities in a neighbourhood context.</p>
<p><b>Public Improvements Key Recommendations</b></p>	
<p>L.1: Identify an ARP section for which public improvement projects can be listed and referenced, and establish a process for which they can be updated over time.</p>	<p>Response: Chapter 3 includes a list of public improvement projects, which The City has compiled based on community feedback.</p>
<p>L.2: Provide a clear reference to other policies/studies related to public improvement projects.</p>	<p>Response: The Guidebook for Great Communities provides references to other City policies and guidelines.</p>
<p>L.3: Once funded or partially funded, projects should be developed through a public design process.</p>	<p>Response: Community engagement processes will be evaluated on a project by project basis in accordance with The City’s Engagement Framework.</p>
<p><b>Other Recommendations Recommendation:</b></p>	
<p>M.1 Vision Section 2.0: The long one-line list of policies identifying vision and core ideas is confusing and repetitive with other policy. Summarize key Guidebook for Great Communities’ elements (identifying them as key Guidebook for Great Communities’ elements), and then concisely identify vision and core ideas that are unique to the Inglewood and Ramsay communities.</p>	<p>Response: A concise vision and core values have been developed.  Urban form categories, scales and policy modifiers from the Guidebook for Great Communities are currently summarized.</p>
<p>M.2 Separate Immediate Opportunities from Long-Term Opportunities: As shown in Section F, clearly identify redevelopment areas that are immediate to mid-term redevelopment opportunities as Comprehensive Sites and those that are long-term redevelopment opportunities, particular stable/well invested industrial areas.</p>	<p>Response: The Comprehensive Planning Site provides direction for development of large sites in the medium to long term.</p>
<p>M.3 Mapping Legibility: Provide clear mapping within the ARP, including lot lines and significant historic resources.</p>	<p>Response: The ARP adheres to The City’s mapping standards for policy documents and</p>



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	mapping content. Lot lines will not be included on maps as the ARP maps are meant to provide general direction.
M.4 Plain, Consistent Language: The June 2019 Draft Guidebook is intended to use plain language, but is at the same time proposing a new planning approach and concepts. This will be a challenge in the near term, demanding the use of plain language consistently across documents, including the ARP.	Response: The ARP includes plain language consistent with the Guidebook for Great Communities.
M.5 Row Houses: Row Houses are a common challenge and opportunity throughout the inner city. They should be handled in a common way through city-wide policy. Inner-city neighbourhoods generally continue to gentrify, creating affordable housing limitations in low density neighbourhoods. Block-end row houses in particular utilize block-end on-street parking (up to 7 on-street parking spaces serving visitor parking for 4 units) and improve a streetscape that has traditionally been defined by side yards. This “gentle density” is critical for these neighbourhoods to maintain a mixed, eclectic character and resilience through diversity. The Inglewood and Ramsay communities are unique, but should be subject to a City-wide approach consistent with all city neighbourhoods. At the same time, Section B sets out essential community character elements that can be used to guide design in character with Inglewood and Ramsay, including sociable front yards (porches), maintaining the feel of the Cottage Streetscape, and preserving/integrating with historic assets.	Response: The ARP adheres to city-wide tools and approaches for low-density residential.
M.6 Secondary Suites: Similar to the Row House issue described in recommendation M.5, “gentle density” should be widely implemented providing much needed affordable housing and appropriate density in the inner-city and near transit services.	Response: The ARP adheres to city-wide tools and approaches for secondary suites and backyard suites.



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<p>M.7 AVPA: There are many factors that can limit the development potential for a site or neighbourhood. These factors can include the market demand, environmental remediation, and servicing availability/cost. The AVPA Regulation that limits development density in Inglewood is just one more limiting factor. And like other factors, circumstances can change quickly making redevelopment opportunities surface. It is the job of the ARP to ensure that when opportunities surface, new development occurs in line with the communities' vision and policies. The ARP should both include policy to continue challenging the AVPA Regulation's restrictions in light of recent transit investments, and plan for the future regardless of the many potential factors that can limit the realization of that vision.</p>	<p>Response: The ARP adheres to city-wide tools and approaches for development within the AVPA in accordance with discussions with The Province and Airport Authority.</p> <p>The ARP provides direction for future development; rules of the AVPA may limit potential development that is shown in the urban form map within the NEF 30.</p>
<p>M.8 Use and Purpose of Projections: The 2017 Draft Inglewood and Ramsay ARPs included development growth projections. The 2018 Draft ARP conspicuously omitted the projections raising questions on the nature of these figures. As discussed in M.7 there are many factors that can impact development potential, and predicting the private market is a challenge - especially looking out past 5 years. The projections were intended to provide a benchmark to measure the ARP's policies in response to a possible development scenario - a way to test assumptions and explore viability in light of public investment. The confusion arises from the implied precision of the predicted number, and failure to adequately describe how the information is to be used. It is recommended that this information can be useful - perhaps in an appendix- but should be tempered by rounding off predicted numbers and clearly positioning the projection data.</p>	<p>Response: The ARP adheres to corporate standards for local growth plans regarding figures and tables.</p>
<p>M.9 80/20: The 2018 Draft ARP policy calling for 20% of the Plan Area's developable area to accommodate 80% of future growth should be carried into the new draft ARP, as it has been demonstrated as an acceptable policy and frame of reference for future growth.</p>	<p>Response: The Guidebook for Great Communities and the ARP outline how growth can occur. The ARP adheres to corporate standards for local growth plans.</p>
<p>M.10 ARP Name Change: The name "The Historic East Calgary ARP" proved to be generally unpopular throughout the engagement process. It is suggested here</p>	<p>Response: The communities had provided feedback on the policy plan name and The City is</p>



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that it be named Central East Calgary ARP, but should be explored through engagement with stakeholders.	asking for additional feedback to finalize the policy plan name.
M.11 TOD Circles: The Walk Sheds of TODs can be confusing and should be clarified within the ARP. They simply provide a reference for general proximity to LRT stations, guiding how redevelopment opportunities might be matched to urban form intensity and density.	Response: The ARP will adhere to The City's mapping standards for policy documents and mapping content.
M.12 Auto Uses Prohibition: The Auto-Use prohibition was well received through engagement and should be carried through to the new ARP, noting that existing facilities can continue into the future.	Response: The ARP includes policy around new auto uses, and drive-throughs.