



## AGENDA

### SPC ON PLANNING AND URBAN DEVELOPMENT

September 1, 2021, 1:00 PM  
IN THE COUNCIL CHAMBER

Members

Councillor J. Gondek, Chair  
Councillor D. Farrell, Vice-Chair  
Councillor G-C. Carra  
Councillor P. Demong  
Councillor S. Keating  
Councillor W. Sutherland  
Councillor E. Woolley  
Mayor N. Nenshi, Ex-Officio

#### **SPECIAL NOTES:**

*Public are encouraged to follow Council and Committee meetings using the live stream [www.calgary.ca/watchlive](http://www.calgary.ca/watchlive)*

*Public wishing to make a written submission and/or request to speak may do so using the public submission form at the following link: [Public Submission Form](#)*

*Members may be participating remotely.*

1. CALL TO ORDER
2. OPENING REMARKS
3. CONFIRMATION OF AGENDA
4. CONFIRMATION OF MINUTES
  - 4.1. Minutes of the Regular Meeting of the Standing Policy Committee on Planning and Urban Development, 2021 July 07
5. CONSENT AGENDA
  - 5.1. DEFERRALS AND PROCEDURAL REQUESTS
    - 5.1.1. Deferral of Belvedere ASP (PUD2020-0047) to date identified on 2022 City Planning and Policy Workplan, PUD2021-1298

- 5.1.2. Deferral of Bylaw Setback Reform (PFC2020-0106) to date identified in 2022 City Planning and Policy Workplan, PUD2021-1298
- 5.1.3. Deferral of Food Resiliency Plan (UCS2018-0688) to Q1 2022 in upcoming City Planning and Policy Priorities Workplan Report, PUD2021-1310
- 5.1.4. Deferral of Historic East Calgary LAP (PUD2015-0765) to Q1 2022 City Planning and Policy Workplan, PUD2021-1314
- 5.1.5. Deferral of Infrastructure Right Sizing (PFC2020-0963; PUD2020-1369) to Return with New Off-site Levy Bylaw final report, PUD2021-1264

5.2. BRIEFINGS

- 5.2.1. List of Outstanding Motions and Directions for the SPC on Planning and Urban Development, PUD2021-1287

6. POSTPONED REPORTS  
*(including related/supplemental reports)*

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

- 7.1. Consideration of a Municipal Development Plan Amendment to add a Strategic Growth Location, PUD2021-1218

8. ITEMS DIRECTLY TO COMMITTEE

- 8.1. REFERRED REPORTS  
None

- 8.2. NOTICE(S) OF MOTION  
None

9. URGENT BUSINESS

10. CONFIDENTIAL ITEMS

- 10.1. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES  
None

- 10.2. URGENT BUSINESS

11. ADJOURNMENT



## MINUTES

### SPC ON PLANNING AND URBAN DEVELOPMENT

**July 7, 2021, 9:30 AM  
IN THE COUNCIL CHAMBER**

**PRESENT:** Councillor J. Gondek, Chair  
Councillor D. Farrell, Vice-Chair (Remote Participation)  
Councillor G-C. Carra (Remote Participation)  
Councillor P. Demong (Remote Participation)  
Councillor W. Sutherland (Remote Participation)  
Councillor E. Woolley (Remote Participation)

**ABSENT:** Councillor S. Keating (Council Business)

**ALSO PRESENT:** General Manager S. Dalgleish  
Legislative Advisor L. Gibb  
Legislative Advisor L. Kearnes

1. CALL TO ORDER

Councillor Gondek called the Meeting to order at 9:31 a.m.

2. OPENING REMARKS

Councillor Gondek provided opening remarks and a traditional land acknowledgement.

ROLL CALL

Councillor Demong, Councillor Farrell, Councillor Sutherland, Councillor Woolley and Councillor Gondek.

Absent from Roll Call: Councillor Carra (joined the Remote Meeting at 9:34 a.m.)

3. CONFIRMATION OF AGENDA

**Moved by** Councillor Farrell

That the Agenda for the 2021 July 07 Regular Meeting of the Standing Policy Committee on Planning and Urban Development be confirmed.

**MOTION CARRIED**

4. CONFIRMATION OF MINUTES

4.1 Minutes of the Regular Meeting of the Standing Policy Committee on Planning and Urban Development, 2021 June 02

**Moved by** Councillor Sutherland

That the Minutes of the 2021 June 02 Regular Meeting of the Standing Policy Committee on Planning and Urban Development be confirmed.

**MOTION CARRIED**

5. CONSENT AGENDA

**Moved by** Councillor Demong

That the Consent Agenda be approved as follows:

5.1 DEFERRALS AND PROCEDURAL REQUESTS

- 5.1.1 Deferral Request-R-CG Rowhouse Integration (PUD2021-0520) due 2021 July 7 to PUD 2022 Q1, PUD2021-1041
- 5.1.2 Deferral Request-Renewed Land Use Bylaw Scoping Report (PUD2021-0529) due 2021 July 7 to PUD 2022 Q1, PUD2021-1040

5.2 BRIEFINGS

None

**MOTION CARRIED**

6. POSTPONED REPORTS

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

7.1 Off-site Levy and Centre City Levy 2020 Annual Report, PUD2021-0969

The following documents were distributed with respect to Report PUD2021-0969:

- A letter from BILD Calgary, dated 2021 July 06;
- A letter from NAIOP, dated 2021 July 05; and
- A presentation entitled "Off-Site Levy and Centre City Levy 2020 Annual Reports PUD2021-0969".

**Moved by** Councillor Woolley

That with respect to Report PUD2021-0969, the following be approved:

That the Standing Policy Committee on Planning and Urban Development recommends that Council receive this report for the Corporate Record.

For: (6): Councillor Gondek, Councillor Farrell, Councillor Carra, Councillor Demong, Councillor Sutherland, and Councillor Woolley

**MOTION CARRIED**

7.2 Review of Fees to Add the Use of Secondary Suites on a 2P80 Direct Control District, PUD2021-0963

The following documents were distributed with respect to Report PUD2021-0963:

- An Amended Attachment 2; and
- Presentation entitled "Review of Fees to Add the Use of Secondary Suite on a 2P80 Direct Control District".

**Moved by Councillor Carra**

That with respect to Report PUD2021-0963, the following be approved:

That the Standing Policy Committee on Planning and Urban Development recommend that Council direct Administration to revise the Land Use Amendment Fee Schedule as included in **Amended Attachment 2**.

For: (6): Councillor Gondek, Councillor Farrell, Councillor Carra, Councillor Demong, Councillor Sutherland, and Councillor Woolley

**MOTION CARRIED**

7.3 Multiple Municipal Historic Resource Designations – July 2021, PUD2021-0839

A presentation entitled "Multiple Municipal Historic Resource Designations – July 2021" was distributed with respect to Report PUD2021-0839.

Asia Walker, Heritage Calgary, addressed Committee with respect to Report PUD2021-0839.

**Moved by Councillor Farrell**

That with respect to Report PUD2021-0839, the following be approved:

That the Standing Policy Committee on Planning and Urban Development recommend that Council give three readings to each of the following proposed bylaws, to designate as a Municipal Historic Resource:

1. the Dominion Bank (Attachment 2);
2. the J. Frank Moodie Residence (Attachment 3); and
3. the North Mount Pleasant School (Attachment 4).

For: (6): Councillor Gondek, Councillor Farrell, Councillor Carra, Councillor Demong, Councillor Sutherland, and Councillor Woolley

**MOTION CARRIED**

7.4 Streamlining Application Process and Mitigating Risk in Subdivision and Development Regulation Setbacks, PUD2021-0930

A presentation entitled "Streamlining Applications and Mitigating Risk in Subdivision and Development Regulation Setbacks (PUD2021-0930)" was distributed with respect to Report PUD2021-0930.

**Moved by** Councillor Demong

That with respect to Report PUD2021-0930, the following be approved:

That the Standing Policy Committee on Planning and Urban Development recommend that Council receive this report for the Corporate Record.

For: (6): Councillor Gondek, Councillor Farrell, Councillor Carra, Councillor Demong, Councillor Sutherland, and Councillor Woolley

**MOTION CARRIED**

8. ITEMS DIRECTLY TO COMMITTEE

8.1 REFERRED REPORTS

None

8.2 NOTICE(S) OF MOTION

None

9. URGENT BUSINESS

None

10. CONFIDENTIAL ITEMS

10.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

None

10.2 URGENT BUSINESS

None

11. ADJOURNMENT

**Moved by** Councillor Farrell

That this meeting adjourn at 10:38 a.m.

**MOTION CARRIED**

The following Items have been forwarded to the 2021 July 26 Combined Meeting of Council:

CONSENT AGENDA

- Off-site Levy and Centre City Levy 2020 Annual Report, PUD2021-0969
- Review of Fees to Add the Use of Secondary Suites on a 2P80 Direct Control District, PUD2021-0963
- Streamlining Application Process and Mitigating Risk in Subdivision and Development Regulation Setbacks, PUD2021-0930

COMMITTEE REPORTS

- Multiple Municipal Historic Resource Designations – July 2021, PUD2021-0839

The next Regular Meeting of the Standing Policy Committee on Planning and Urban Development is scheduled to be held on 2021 September 01 at 9:30 a.m.

CONFIRMED BY COMMITTEE ON

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CHAIR

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ACTING CITY CLERK

UNCONFIRMED





**Planning & Development Deferral or Procedural Request to  
SPC on Planning and Urban Development  
2021 September 01**

**ISC: UNRESTRICTED  
PUD2021-1298**

**Deferral of Belvedere ASP (PUD2020-0047) to date identified on 2022 City  
Planning and Policy Workplan**

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Deferral of Updates to the Belvedere Area Structure Plan and Rocky View Intermunicipal Development Plan (PUD2020-0047) until such time as is determined appropriate by the prioritization exercise for the 2022 City Planning and Policy Priorities Workplan Report expected 2022 Q1.



**Planning & Development Deferral or Procedural Request to  
SPC on Planning and Urban Development  
2021 September 01**

**ISC: UNRESTRICTED  
PUD2021-1310**

**Deferral of Food Resiliency Plan (UCS2018-0688) to date identified in upcoming  
City Planning and Policy Workplan Report**

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**Deferral of Food Resiliency Plan (UCS2018-0688) until such time as is determined  
appropriate by the prioritization exercise for the 2022 City Planning and Policy Priorities  
Workplan Report expected 2022 Q1**



**Planning & Development Deferral or Procedural Request to  
SPC on Planning and Urban Development  
2021 September 01**

**ISC: UNRESTRICTED  
PUD2021-1314**

**Deferral of Hist. East Calgary LAP (PUD2015-0765) to 2022 City Planning and  
Policy Workplan**

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Deferral of Formerly Green Line - Historic Calgary East (Inglewood/Ramsay) – Area 7 Multi-Community Plan (PUD2015-0765) until such time as is determined appropriate by the prioritization exercise for the 2022 City Planning and Policy Priorities Workplan Report expected 2022 Q1.



# BRIEFING

Page 1 of 1

Item # 5.2.1

**Planning & Development Briefing to  
SPC on Planning and Urban Development  
2021 September 01**

**ISC: UNRESTRICTED  
PUD2021-1287**

List of Outstanding Motions and Directions for the SPC on Planning and Urban  
Development

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## **PURPOSE OF BRIEFING**

The purpose of this briefing is to capture the list of outstanding motions and directions for the SPC on Planning and Urban Development (PUD) as of 2021 September 01.

## **SUPPORTING INFORMATION**

Previous Council direction

On 2007 February 06, Personnel and Accountability Committee approved PAC2007-05 Status of Outstanding Motions and Directions, directing Administration to bring forward as an item of business to each SPC a list of tabled and referred motions and reports for each committee; such lists to be reviewed by each Standing Policy Committee to be dealt with on a quarterly basis

## **ATTACHMENT(S)**

1. Attachment 1 – List of Outstanding Motions and Directions for the SPC on Planning and Urban Development





List of Outstanding Motions and Directions for the SPC on Planning and Urban Development

PUD2021-1287  
Attachment 1

#	ITEM	DATE OF REQUEST	MOVED AT COUNCIL BY	SUBJECT	ANTICIPATED MEETING DATE
1	Rowhouse/R-CG Integration (Motion Arising)	2019 July 29	Councillor Farrell	<p>That Council direct Administration, as part of ongoing review of the low-density land use districts and existing work on the Developed Areas Guidebook, to bring forward land use amendments that better facilitate mid-block rowhouse implementation, with particular consideration to:</p> <ol style="list-style-type: none"> <li>1. Allowing courtyard-style development with rules that require building separation distances that allow for reasonable sunlight penetration, sufficient private amenity/gathering space, and that minimize sideyard massing challenges</li> <li>2. Any additional rules required to enable successful internal private amenity/gathering space, including minimum dimensions and green landscaping requirements</li> <li>3. Height limits, chamfers, setbacks, and/or stepbacks that reduce side/rear massing impacts and support appropriate transitions to adjacent parcels of varying intensities or scales of development, returning to Council through the Standing Policy Committee on Planning and Urban Development no later than Q4 2020*.</li> </ol>	<i>Deferred to 2022 Q1</i>
2	Guide for Local Area Planning – What We Heard (PUD2021-0577)	2021 May 2021	Mayor Nenshi	<p>That the Standing Policy Committee on Planning and Urban Development:</p> <ol style="list-style-type: none"> <li>1. Accept the Guide for information;</li> <li>2. Direct Administration to use the best practices in the Guide, evolving with time and experience as administrative guidelines to use in community engagement in Local Area Plans;</li> <li><b>3. Direct Administration to return with a workplan for which Local Area Plans will be completed in the next budget cycle to the Standing Policy Committee on Planning and Urban Development no later than Q1 2022;</b></li> <li>4. Direct administration to develop a lessons learned document after each Local Area Plan, highlighting evolution and changes to the guide for discussion at Standing Policy Committee on Planning and Urban Development; and</li> <li>5. Recommend that Council abandon Proposed Bylaw 17P2020.</li> </ol>	2022 Q1

List of Outstanding Motions and Directions for the SPC on Planning and Urban Development

PUD2021-1287  
Attachment 1

3	Updates to the Belvedere Area Structure Plan and Rocky View/Calgary Intermunicipal Development Plan	2020 Feb 24	Councillor Carra	<p>That with respect to Report PUD2020-0047, the following be adopted: That Council:</p> <p>Direct Administration to complete any consequential amendments to the Belvedere Area Structure Plan and the Rocky View/Calgary Intermunicipal Development Plan and report back no later than Q4 2020.</p>	<p><i>Deferred until such time as is determined appropriate by the prioritization exercise for the 2022 City Planning and Policy Priorities Workplan Report expected 2022 Q1</i></p>
4	<p>Green Line Southeast Local Area Plans (Historic East Calgary Communities Local Area Plan and 'Area 34' Communities Local Area Plan)</p> <p>PUD2018-1027</p>	2018 Oct 9 Regular Council		<ol style="list-style-type: none"> <li>1. That Council direct Administration to defer completion of the local area plans for Inglewood, Ramsay and Millican-Ogden to return to Council no later than <b>Q2 2020</b> to allow for: <ol style="list-style-type: none"> <li>a. Council adoption of comprehensive amendments to the <i>Developed Areas Guidebook</i>; and</li> <li>b. engagement with local communities on changes to the local area plans impacted by amendments to the <i>Developed Areas Guidebook</i>.</li> </ol> </li> <li>2. That Council direct Administration to defer completion of the local area plan for South Hill to return to Council no later than <b>Q2 2020</b> to allow for: <ol style="list-style-type: none"> <li>a. Council adoption of comprehensive amendments to the <i>Developed Areas Guidebook</i>;</li> <li>b. the completion of the Corporate Land Strategy; and engagement with local communities on changes to the local area plan impacted by amendments to the <i>Developed Areas Guidebook</i> and results of the Corporate Land Strategy.</li> </ol> </li> </ol>	<p><i>Deferred until such time as is determined appropriate by the prioritization exercise for the 2022 City Planning and Policy Priorities Workplan Report expected 2022 Q1</i></p>
5	Health Impact Assessment Update	2019 June 17	Councillor Gondek	<ol style="list-style-type: none"> <li>1. Direct Administration to report back to Council, through the SPC on Planning and Urban Development, on the progress of the HealthYYC Initiative no later than 2021 June.</li> </ol>	<p><i>Deferred until such time as is determined appropriate by the prioritization exercise for the 2022 City Planning and Policy Priorities Workplan Report expected 2022 Q1</i></p>

List of Outstanding Motions and Directions for the SPC on Planning and Urban Development

PUD2021-1287  
Attachment 1

6	Review and Update of the Municipal Development Plan and Calgary Transportation Plan	2020 Nov 2	Councillor Gondek	<p><i>Remaining direction from report PUD2020-1106</i></p> <p>1. Direct Administration, as part of the next MDP/CTP monitoring report, to report back on:</p> <p>a) Proposed changes to the 14 core indicators, and related impacts, taking into consideration the forthcoming CMRB Growth Plan.</p> <p>b) The impacts of COVID-19 on achieving the long-term vision of the plans.</p>	2022 Q1
7	Policy amendment to Beltline ARP  (Motion Arising re: CPC2019-0756)	2019 July 29	Councillor Colley-Urquhart	<p>That with respect to Report CPC2019-0756, the following Motion Arising be adopted:</p> <p>Council direct administration to consider future situations where existing building to be demolished have greater than currently-allowed base density and return to the Standing Policy Committee on Planning and Urban Development with policy amendments if needed as soon as possible, as part of the Beltline Area Redevelopment Plan review if appropriate.</p>	2022 Q2
8	Building Maintenance Bylaw Update (PUD2020-0899)	2018 Dec 3	Councillor Farrell	<p>Provide a monitoring report to Council through the SPC on Planning and Urban Development no later than Q3 2020 and a final evaluation report with a scoping report, risk matrix and amendments if required through the SPC on Planning and Urban Development no later than Q1 2022.</p>	2022 Q1
9	Modernizing the Joint Use and Planning Agreement	2020 Dec 14	Councillor Gondek	<p>That with respect to Report PUD2020-1314, the following be adopted:</p> <p>That Council:</p> <ol style="list-style-type: none"> <li>1. Direct Administration to partner with the Calgary Board of Education, Calgary Catholic School District and the Conseil Scolaire FrancoSud to draft a modernized Joint Use and Planning Agreement and return to Council through the SPC on Planning and Urban Development no later than Q2 2022.</li> <li>2. Appoint the Mayor and the chair of the SPC on Planning and Urban Development, or their delegate, to represent Council on an elected officials coordinating committee for the modernized Joint Use and Planning</li> </ol>	2022 Q2

List of Outstanding Motions and Directions for the SPC on Planning and Urban Development

PUD2021-1287  
Attachment 1

				Agreement with the Calgary Board of Education, Calgary Catholic School District and the Conseil Scolaire FrancoSud.	
10	Hillhurst/ Sunnyside Area Redevelopment Plan (Riley Communities Local Area Plan)	2018 July 16	Councillor Farrell	That with respect to Report PUD2018-0826, the following be approved:  That the SPC on Planning and Urban Development recommend that Council approve Administration’s request to defer amendments to the Hillhurst/Sunnyside Area Redevelopment Plan and report back to the SPC on Planning and Urban Development with amendments to the Hillhurst/Sunnyside Area Redevelopment Plan no later than 2019 Q2.	<i>Deferred until such time as is determined appropriate by the prioritization exercise for the 2022 City Planning and Policy Priorities Workplan Report expected 2022 Q1</i>
11	Chinook Area Redevelopment Plan (‘Area 8’ Communities Local Area Plan)	2018 Nov 5 PUD  2019 March 6 PUD		That with respect to Report PUD2018-1178, the SPC on Planning and Urban Development refer PUD2018-1178 to Administration for amendments to the Chinook Station Area Redevelopment Plan to: <i>[note: Points 1 &amp; 2 went to PUD Q1 2019]</i>  1. Explore ways to anticipate, as a place-holder, the future development of a 50 Ave SE LRT Station; 4. Develop a funding strategy for public realm and deep utility improvements, leveraging the work on the New Communities Growth Strategy; and  Return to a Regular Meeting of the SPC on Planning and Urban Development no later than the Q4 2019. And further, return with an update to PUD on progress with points 1 and 2 by Q1 2019.  Note: 2019 March 06: Refer to Administration the directions from prior report PUD2018-1178, as follows:  a. Directions 1-3, and 5, to return by 2020 September to the SPC on Planning and Urban Development, with the recommendations aligned with work currently underway on the Developed Areas’ Guidebook and plans for multi-community local area plans.	<i>Deferred until such time as is determined appropriate by the prioritization exercise for the 2022 City Planning and Policy Priorities Workplan Report expected 2022 Q1</i>
12	Heritage Conservation Tools	2020 July 27	Councillor Gondek	That with respect to Report PUD2020-0758, the following be adopted: That Council direct Administration to:	<i>2024 Q1</i>

	and Incentives Update Report			1. Undertake a two-year phased program (2021 – 2023) to implement the heritage area policy tools, using the recommended thresholds, through the local area planning process, Land Use Bylaw amendments, or associated land use redesignations, and return to the Standing Policy Committee on Planning and Urban Development to report on the progress in Q1 2024	
13	Royal Vista Business Park	2021 April 12	Councillor Sutherland	<p>That with respect to Report CPC2021-0106, the following Motion Arising be adopted: Given the historical challenges in fostering business and industrial growth within the Royal Vista Business Park, Council direct Administration to do the following:</p> <ol style="list-style-type: none"> <li>1. Use Map 1, as distributed from the Royal Vista Architectural and Development Guidelines, as the area and scope of a planning and policy review;</li> <li>2. In collaboration with existing landowners including The City of Calgary Real Estate &amp; Development Services, identify land use and policy constraints, including a statistical analysis of current and future employment numbers that have historically impacted development in Royal Vista Business Park;</li> <li>3. Perform a technical review of Royal Vista Business Park in collaboration with all Corporate Planning Application Group (CPAG) partners to examine design and infrastructure considerations including but not limited to traffic studies, transit service, architectural and development design guidelines, and site servicing.</li> <li>4. Coordinate with the City Wide Growth Strategies team to ensure alignment with the Industrial Growth Strategy Scoping report approved by Council 2021 March 22.</li> <li>5. Following this review and consultation with the individual landowners, conduct a City initiated land use amendment application, including policy changes (if required), for consideration and approval by Council to address development constraints and create a more business friendly land use framework within the Royal Vista Business Park;</li> <li>6. Re-prioritize the 2021 City Planning and Policy Workplan to accommodate the above noted work; and</li> <li>7. Report back to Council by no later than the end of Q1 2022 with the corresponding</li> </ol>	2022 Q1

List of Outstanding Motions and Directions for the SPC on Planning and Urban Development

PUD2021-1287  
Attachment 1

14	North Hill Local Area Plan Heritage Guidelines	2021 April 12	Councillor Farrell	That with respect to Report PUD2021-0030, the following Motion Arising be adopted: That Council direct Administration, as part of developing the heritage guidelines for the North Hill Communities Local Area Plan, to include sub-headings in Section 1.3 Community Characteristics that details the history, evolution, and unique characteristics of each of the nine communities and return to Council no later than Q3 2022.	Q3 2022
15	North Hill Local Area Plan Tree Retention	2021 April 12	Councillor Farrell	That with respect to Report PUD2021-0030, the following Motion Arising be adopted: That Council direct Administration to review policy options, legal considerations, engagement considerations, and resource requirements to support the retention/replacement of trees on private lands in order to maintain/enhance tree canopy growth, reporting to Council through the Standing Policy Committee on Planning and Urban Development no later than Q4 2022.	Q4 2022
16	Land Use Bylaw and ARP amendments required as result of the Plus 15 Policy updates	2021 July 5	Councillor Davison	That with respect to Report TT2021-0824, the following be adopted, <b>as amended</b> : That Council:  <ol style="list-style-type: none"> <li>1. Rescind, by resolution, the +15 Policy (October 1984);</li> <li>2. Approve, by resolution, the Plus 15 Policy (<b>Amended</b> Attachment 2);</li> <li>3. Direct Administration to update relevant bylaws, policies and plans that are affected by the Plus 15 Policy approval by Q1 2022.</li> </ol>	Q1 2022
17	Status of Outstanding items	2007 Feb 7	Councillor Colley-Urquhart	On 2007 February 07, Personnel and Accountability Committee approved PAC2007-05 Status of Outstanding Motions and Directions, directing Administration to bring forward as an item of business to each SPC a list of tabled and referred motions and reports for each committee; such lists to be reviewed by each Standing Policy Committee to be dealt with on a quarterly basis.	<i>Ongoing quarterly</i>

## Consideration of a Municipal Development Plan Amendment to add a Strategic Growth Location

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### RECOMMENDATION:

That the Standing Policy Committee on Planning and Urban Development recommends that Council direct Administration not to add a strategic growth centre and to abandon considerations for adding an additional Major Activity Centre identified on Map 1: Urban Structure, of the Municipal Development Plan.

### HIGHLIGHTS

- Administration is currently reviewing a land use/outline plan application, referred to as “Midtown Station”, located at the SE corner of Glenmore Trail and Macleod Trail SE (see Attachment 1, Figure 1: Area Context). The application requires an amendment to the Municipal Development Plan (MDP) to add a Major Activity Centre (MAC) in Fisher Park.
- *What does this mean to Calgarians?* The City is ensuring previous public and private sector investments made in other activity centres are supported so the city continues to grow as envisioned in the MDP.
- *Why does this matter?* Changes to the MDP can impact citizens, business owners, and other stakeholders.
- Council recently confirmed strategic growth areas through the 2020 February 08 approval of the updated MDP (Bylaw 49P2020, PUD2020-1106). Committing to strategic growth decisions and enabling the build-out of existing areas leads to complete community development.
- While development at this location would contribute to growth in the established area, the proposed MAC is not likely to increase new multi-residential, commercial, or retail demand beyond the City’s forecasted growth and may shift demand from existing strategic growth areas presently well-served by transit and amenities.
- The proposed scale and intensity of the application is greater than the Downtown or East Village. Council has recently committed \$200M to the revitalization of the Downtown Core and adding a MAC with the proposed intensity is likely to make it more difficult to reinvigorate the Downtown.
- This report does not preclude future development. Redevelopment of the greater area which includes the subject site in alignment with the MDP is encouraged. This objective is being considered through the ongoing Heritage Communities Local Area Plan (LAP) process.
- Strategic Alignment to Council’s Citizen Priorities: A city of safe and inspiring neighbourhoods.
- Background and Previous Council Direction is included as Attachment 1.

### DISCUSSION

On 2020 January 9, Administration received the complete application for the Midtown Station proposal. The application proposes the development of a high-density, mixed-use transit-oriented node on a 12.78 hectare site in the Fisher Park Business Park area that is currently under single ownership. The development proposes a developer-funded and developer-constructed infill Light Rail Transit (LRT) station between the existing Chinook and Heritage LRT stations, to support the proposed intensity of 1,300 people and jobs per hectare (based on the developer’s Business Case). For context, this proposed intensity is higher than the estimated

## Consideration of a Municipal Development Plan Amendment to add a Strategic Growth Location

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867 people and jobs per hectare of the downtown commercial core. Attachments 1 and 3 offer additional details on the application and intensity.

The purpose of this report is to present Administration's evaluation and recommendation on the strategic growth decision with respect to the MDP Amendment required to enable the proposed development. Attachment 4 outlines the pros and cons that Administration considered.

Due to the complexity and scale of the application, additional studies and evaluations are required concurrent to Administration's review of the application. This includes:

- (1) an LRT Functional Planning Study to assess the proposed developer-funded and developer-constructed infill LRT station (completed);
- (2) a growth-based City investment business case (not completed); and
- (3) a Special Development Agreement (SDA) to outline the developer's responsibilities associated with funding and construction of the LRT station (not completed).

These aspects of Administration's evaluation of the application are not subjects of this Report and will be continued through the land use/outline plan application process.

### Overview of the MDP and Strategic Growth

Due to the design, scale and intensity of the proposal, an amendment to the MDP is required for the application to align with City policy. While the MDP promotes intensification of population and jobs, it intentionally focuses this intensification in strategic growth locations – as illustrated in Map 1: Urban Structure. The MDP identifies the nearby Chinook MAC as high intensity. The subject area is not currently identified for this level of intensification.

When amendments to the MDP Urban Structure are proposed, consideration must be given to the financial uncertainties, impacts to local, city-wide and regional relationships, and site constraints. Administration reviewed the proposal based on these considerations to assess its merits as an additional location for growth. The review concluded that while the proposal promotes growth within the developed area and helps to achieve the MDP growth targets, amending the MDP to create a new MAC at the Midtown Station location could impact revitalization efforts for the Greater Downtown, impact the return-on-investment of public and private investments made in existing growth areas; and may have long-term financial implications for The City. Additionally, the application does not meet the connectivity requirements of a MAC as outlined in the MDP. Details of the MDP analysis and pros and cons analysis can be found in Attachments 2 and 4 respectively, with a summary provided below.

### Contributing to Growth in the Established Area

Section 5 of the MDP outlines the strategic framework for growth and change and is intended to guide the location of new jobs and homes and the integration of transportation system, among other things. Promoting a more compact urban form is a part of this principle. The proposal contributes to the City's population growth targets by prioritizing redevelopment in the developed area and directing capital investment towards intensification of the developed area.

### Impact to the Greater Downtown Activity Centre

The MDP identifies the Greater Downtown as the city's principal Activity Centre and the primary hub for business, employment, living, culture, recreation and entertainment. The City's plan for the Greater Downtown Area is to accommodate at least 232,000 jobs and 70,000 residents over



## **Consideration of a Municipal Development Plan Amendment to add a Strategic Growth Location**

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the next 60 years; supported by Council's recent commitment of \$200M into reinvigorating the Downtown as well as investments into East Village, the Rivers District, the BMO and Event Centres and associated transportation infrastructure.

Increasing the supply of land area with a MAC typology between the third and fourth LRT station from Greater Downtown is not likely to increase demand and could negatively impact Downtown's ability to prosper. The proposed new MAC's density is approximately 33 per cent higher than the downtown commercial core. The future 16,600 additional people and jobs in the new MAC is approximately six and-a-half (6.5) times the minimum intensity requirement of a MAC, as outlined in the MDP.

### Impacts on Growth Area Investments

The addition of a new MAC to the MDP increases the number of intensive growth areas. This can spread forecasted tax revenue across a higher number of areas, which weakens The City's ability to fund the required capital and servicing for targeted strategic growth areas. Additionally, a new MAC will potentially redistribute demand in approved growth areas that have both private and public investment such as the Greater Downtown, University District, Currie Barracks, Westbrook and Anderson Stations and the East Village; potentially extending the build-out of these areas and the timeframe for the City see a return on the investments made.

### Financial Implications

Section 5.2.5 of the MDP supports development patterns that help The City achieve a well-run and fiscally sustainable city. As identified in Attachment 4, there would be financial implications to the City's operating and capital budgets as growth in this area will require infrastructure upgrades, expanded local library services, water servicing trunk upgrades and operations of the new LRT station. A full analysis of capital and operating costs has not been completed; however, an initial analysis indicates that there would be a shortfall in property taxes collected compared to operating costs incurred. The City recognizes the risk that the development may slow or stall before a critical mass is reached. These unknown costs are identified at a time when there is increasing competition for capital and operating funds within the City's budget, and when Council has prioritized investments in support of redevelopment underway in other growth areas. The proposal's high level of intensity risks impacting the build-out horizon of existing Activity Centres, where public investments, such as the reconstruction of the Chinook LRT station and improvements to 61 Avenue SW, have recently been made, potentially delaying the return on investment.

### Challenges with creating a complete community

This location presents many physical challenges to accommodate significant intensification. Many site constraints contribute to the isolated nature of the subject parcel, challenging its future functionality as a complete community. Because the subject parcel is bound by major skeletal roads, LRT tracks and Canadian Pacific Railway right-of-way, there are significant challenges to providing pedestrian connections to adjacent communities, where many City services (e.g. library, open space, schools, recreation facilities, etc.) are currently located.

### **Administration Resources, Planning's 2021 Work Plan, and Public Engagement**

Due to the complexity of the application, significant Administrative and consulting resources have been thus far allocated for its review. In addition to the growth-based City investment

## **Consideration of a Municipal Development Plan Amendment to add a Strategic Growth Location**

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business case and LRT Functional Planning Study, Administration is currently working on a third-party evaluation of the multi-residential redevelopment market analysis.

Should Council decide not to support Administration's recommendation, further resources will be required to undertake an MDP amendment, including:

- Adding an item to Planning & Development's 2021 work plan to initiate a review and amendment to the MDP, including public engagement and subsequent review by the Calgary Metropolitan Region Board;
- Identifying work currently on the 2021 work plan that should be paused or delayed in order to provide the necessary resources for this new project; and
- Preparing agreements and studies necessary for the evaluation of the application, including the creation of a Special Development Agreement (SDA) that will outline the developer's responsibilities regarding funding and construction of the infill LRT station.

### **Conclusion**

Based on Administration's consideration of MDP alignment, the risks of adding additional MAC land supply, and the potential for public capital and operating costs, Administration recommends not adding an additional MAC to the existing urban structure and continuing to support identified strategic growth areas where private and public investments are already in place or planned.

### **STAKEHOLDER ENGAGEMENT AND COMMUNICATION (EXTERNAL)**

- Public Engagement was undertaken
- Public Communication or Engagement was not required
- Public/Stakeholders were informed
- Stakeholder dialogue/relations were undertaken

Administration has met with the applicant multiple times before and throughout the application process and identified policy concerns through two Detailed Team Reviews.

### **Applicant-Led Outreach**

Administration considers the engagement to date insufficient to support an MDP Amendment and recommends a variety of communication and public engagement methods to engage a city-wide audience on its implications. As part of the review of the proposed application, the applicant was encouraged to use the Applicant Outreach Toolkit to assess the level of outreach with public stakeholders and respective community associations. In response, the applicant engaged with neighbouring communities. The Applicant Outreach Summary can be found in Attachment 5.

## **IMPLICATIONS**

### **Social**

The recommendation supports a continued focus on developing a citywide development pattern (urban structure) which strategically considers and enables sufficient growth capacity to help meet policy goals. Strategic growth of complete communities in functional locations promotes redevelopment and revitalization throughout the city to support liveable, people friendly environments.

## Consideration of a Municipal Development Plan Amendment to add a Strategic Growth Location

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### Environmental

Support of existing strategic growth nodes, as recommended, increases the efficiency of City service delivery, related costs, and reduces the need for additional built infrastructure. This approach respects the Climate Resilience Strategy by supporting the reduction of Green House Gas (GHG) emissions.

### Economic

Administration has identified that there is currently an undetermined capital and operations risk of adding another growth node in this location. Increasing the number of areas for strategic growth is not required to support MDP outcomes. While growth in this area may lead to private investment, it is not likely to be new growth, and will lessen investment in other key areas, including the Greater Downtown.

### Service and Financial Implications

Administration's recommendation has no impacts to services or budgets. Should Administration's recommendation not be accepted, and if Committee recommends that Council direct Administration to pursue an MDP amendment, operating and capital cost impacts will need to be determined. In addition, this work may impact other projects on Planning & Development's 2021 work plan, including implementation projects in existing priority growth areas.

### RISKS

There are risks associated with adding a new strategic growth area in the established area during a period of slower economic growth. Risks include:

- **Infrastructure and Servicing Investment:** in terms of the need for a Special Development Agreement to protect against financial risk related to delivery of the proposed LRT station. There are also public funding needs to realize infrastructure and services in this area.
- **Public and Private Investment:** the proposal's high level of intensity risks impacting the buildout horizon of existing Activity Centres where both public and private investments have recently been made, potentially delaying the return on investment.
- **Market Demand:** in terms of uncertainty around the pace of development in a slow market, absorption rates of new units, competition with existing strategic growth areas, and consequent timing of operating cost recovery of the proposed infill LRT station through property tax, utility rates, and ridership revenue.
- **Policy Alignment:** in terms of ensuring that appropriate development guidance is in place to support MDP-aligned planning, urban design, public realm, social, economic, and resilience outcomes.

### ATTACHMENTS

1. Background and Previous Council Direction
2. Municipal Development Plan Evaluation
3. Strategic Growth Areas and Supply
4. Pros and Cons Summary
5. Applicant Outreach Summary

**Planning & Development Report to  
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**Consideration of a Municipal Development Plan Amendment to add a Strategic  
Growth Location**

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**Department Circulation**

General Manager/Director	Department	Approve/Consult/Inform
Stuart Dalglish	Planning and Development	Approve
Ryan Vanderputten	Transportation Planning	Consult

# Background and Previous Council Direction

The purpose of this attachment is to provide additional details related to the Midtown Station development proposal and the recent Council directions.

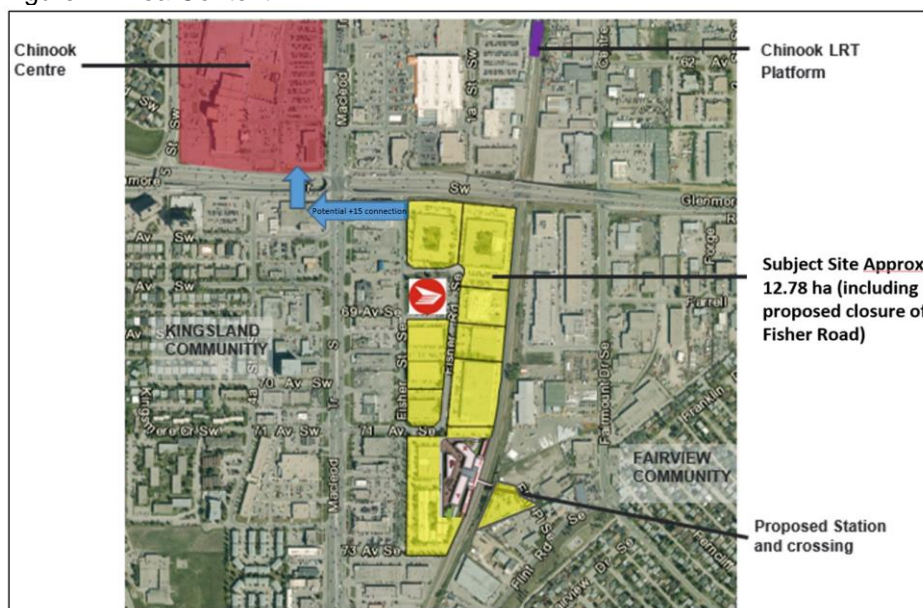
## Background

The City of Calgary's Municipal Development Plan (MDP) is a strategic policy document that guides Calgary's growth and city building. On 2020 January 9, Administration received the complete combined Policy Amendment, Land Use Amendment, Outline Plan, and Road Closure application (hereafter known as "LOC") for the Midtown Station proposal. The application was submitted by IBI Group on behalf of the landowner, Cantana Investment Limited, and proposes the development of a high-density mixed-use transit-oriented node on a 12.78 hectare site in the Fisher Park Business Park area. There are two defining components of the application that make it both unique and complex; they are:

1. **The intensity and scale of development:** the application proposes an intensity of 1,300 people and jobs per hectare, which is 33% higher than the downtown commercial core that is estimated at 825 people and jobs per hectare.
2. **The developer-funded and developer-constructed infill LRT station:** the applicant has proposed an infill LRT station to be located on the Red Line between the Chinook and Heritage LRT stations. This station would be necessary to support the proposed intensity of the development as well as the Transit-Oriented-Development vision of the proposal. The applicant has proposed that the infill LRT station be funded and constructed by the developer to City standards.

Presently, the site is developed with a range of one storey commercial, industrial business, and showroom/warehouse buildings with surface parking. The site area is bounded to the west by Fisher Street SE and existing commercial / restaurant developments along Macleod Trail SW, to the east by the existing LRT Redline and Canadian Pacific Rail Corridor, to the south by 73 Avenue SE and other standalone one to two storey commercial developments, and to the north by Glenmore Trail SE. The Canada Post site is located in the northern west boundary and is not part of this application.

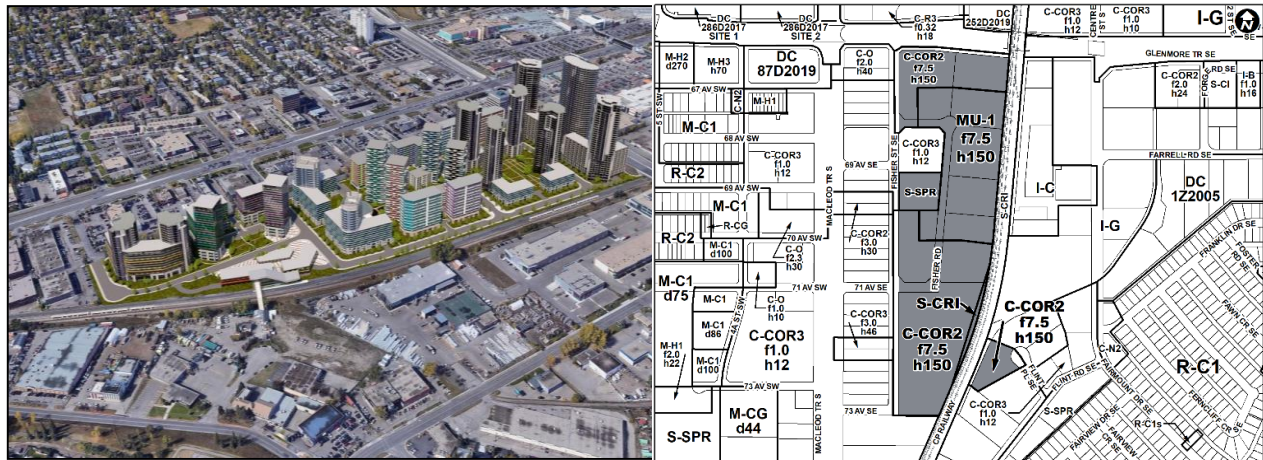
Figure 1: Area Context



According to the applicant, the proposed plan is estimated to yield at build out:

- 24 buildings – ranging from 1 to 42 storeys;
- 7,255 residential dwelling units;
- 17,377 square metres (187,051 square feet) of retail space;
- 11,202 square metres (120,581 square feet) of office space;
- 50,815 square metres (546,973 square feet) of hotel space – 1,200 rooms;
- 2,265 square metres (24,384 square feet) of community facilities;
- Intensity of 1,300(+/-) people and jobs per hectare;
- A new LRT station to support the development intensity; and
- Seven phases, with a 24-year build-out horizon (2023-2047).

Figure 2: Concept Rendering and Proposed Land Uses



Due to the complexity of the application, additional studies and evaluations have been required to enable Administration’s review, including:

- (1) a growth-based City investment Business Case;
- (2) an LRT Functional Planning Study to identify the cost and land requirements of the new LRT station;
- (3) a Special Development Agreement (SDA) to outline funding and obligation associated with the construction of the LRT station; and
- (4) on-going analysis relative to the associated Municipal Development Plan 2020 (MDP) amendment.

The purpose of this report is to present Administration’s evaluation and recommendation with respect to the required MDP Amendment, and thus focuses specifically on item (4) above. The other aspects of Administration’s evaluation of this application (items 1-3 above) will be considered collectively in the consideration of the Land Use application and are not the subject of this report.

The MDP classifies the Midtown Station’s site area as Standard Industrial typology in the Urban Structure (Map 1) and is not identified for large scale strategic growth. Though classified as Standard industrial, all properties in the subject area have been redesignated to commercial designation and are not considered part of the current and future industrial land supply within the Citywide Growth Strategy: Industrial Area. Given the significant shift between the current intent of this subject site and the applicant’s proposed vision, and MDP amendment would be required to reclassify this area to a Major Activity Centre (MAC) typology. Please see Attachment 2 for additional detail on the MDP and consideration of an amendment.

A MDP amendment is required prior to or in conjunction with the associated LOC application. In the course of the application process, Administration advised the applicant with comments and suggestions for discussion to respond to non-conformance with the Municipal Development Plan. “The applicant has indicated that they do not wish to make the necessary amendments to align the proposal to the MDP, and therefore an MDP Amendment is required.

## Previous Council Direction

There is no previous Council direction related to the LOC or MDP amendment. However, there have been inquiries regarding the potential to construct infill LRT stations along Calgary’s existing LRT lines.

On 2016 March 07, Council adopted Notice of Motion “NM2016-10 – Red Line LRT Infill Scoping for Network Expansion and Area Land Use Identification”. With this Notice of Motion, Council directed Administration to investigate the potential for constructing infill Light Rail Transit (LRT) stations along the existing Red Line as follows:

- “... to confirm the technical and financial viability of infill stations along the Red Line of the LRT and confirm how operations along the Red Line would be affected;
- “...to identify potential Transit Oriented Development high priority infill areas, particularly in conjunction with the Main Streets program, for those infill stations”;
- “...prepare a report summarizing the potential ridership from these stations and report back to the SPC on Transportation and Transit no later than Q4 2017”.

Administration’s analysis was documented with the “Potential for infill CTrain stations (TT2017-1138)” report, that went to SPC on Transportation and Transit on 2017 December 8 and was received for information.

TT2017-1138 determined that three locations are technically feasible for infill stations based on accessibility (pedestrian, cycling and vehicular), adjacent land use and station spacing, as well as station design criteria, roadway, and potential for Transit Oriented Development. These locations are:

- Northland Drive NW – Red Line NW (between Brentwood and Dalhousie Stations)
- 50 Avenue S – Red Line South (between 39th Avenue and Chinook Stations)
- Fisher Park – Red Line South (just south of Glenmore Trail between Chinook and Heritage Stations) *\*note: this is the approximate location of the proposed Midtown Station infill LRT station.*

TT2017-1138 also concluded that without a comprehensive review of all TOD opportunities in Calgary, it is difficult to determine if these station areas would be a high priority for TOD planning and investment particularly given the potential for TOD at current and planned LRT stations along the Red, Blue and Green lines.





# Municipal Development Plan Evaluation

## Policy Review of Amending Municipal Development Plan’s Urban Structure to enable Midtown Station

The purpose of this attachment is to provide Administration’s analysis of an MDP Amendment to enable the proposed Midtown Station. MDP policies are referenced in footnotes.

### MDP Policy Context and Overview

The MDP provides the foundation for how Calgary grows sustainably, by highlighting the importance for The City to create and maintain clear policy direction, application procedures and development standards to reduce uncertainties and risks to the economy<sup>1</sup>. In February 2021, Council gave third and final reading to Bylaw 49P2020, which amended the 2009 Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP).

While the MDP is a dynamic document that should remain flexible to accommodate the changing needs of businesses<sup>2</sup>, an amendment must consider and be aligned with the overall MDP vision<sup>3</sup> and be structured in a manner that ‘achieves the orderly, economical and beneficial development, use of land and patterns of human settlement’ while avoiding impacts to the overall greater public interest<sup>4</sup>. When amendments to the MDP Urban Structure are proposed, consideration must be given to the financial uncertainties, impacts to local, city-wide and regional relationships, and site constraints.

The MDP establishes priorities to provide policy direction on where and how strategic growth should occur. Based on MDP policy direction and priorities, Administration’s evaluation is summarized in Table 1 below, with details in the following section.

Table 1: Summary of Administration’s MDP Evaluation

MDP Priority	Midtown Station Proposal
<b>MDP Priority #1:</b> Prioritize higher residential densities in Activity Centres and areas that are more extensively served by existing public investment, municipal infrastructure and facilities <sup>5</sup>	<ul style="list-style-type: none"> <li>a. The subject parcel is not located in an identified Activity Centre;</li> <li>b. The subject parcel is not extensively served by existing public investment, municipal infrastructure and facilities; and</li> <li>c. Additional water infrastructure upgrades (also needed to support development of the already designated Chinook Major Activity Centre) would be required to support full build out of the proposed development.</li> </ul>
<b>MDP Priority #2:</b> Ease of serviceability <sup>6</sup>	<ul style="list-style-type: none"> <li>a. LRT construction on a live LRT Line is complex and requires coordination of system shutdowns and diversions. There are risks associated with private sector designing and building an LRT station on a live line.</li> <li>b. Poor pedestrian connection opportunities to adjacent communities due to site constraints (see <i>Connectivity</i>, below).</li> </ul>
<b>MDP Priority #3:</b> Ensure that public infrastructure and	<ul style="list-style-type: none"> <li>a. Operating costs implications: Midtown will unlikely create demand beyond the forecasted growth already accommodated in the</li> </ul>

<sup>1</sup> MDP, 2.1.2.f.

<sup>2</sup> MDP, 2.1.2.a; MDP, 2.1.2.e.

<sup>3</sup> MDP, 5.2.5.a.i.; MDP, 5.2.7.c.; MDP, 5.2.2.d.

<sup>4</sup> Municipal Government Act (MGA) s.617.

<sup>5</sup> MDP, 5.2.3.a; MDP, 2.2.5.c; MDP, 2.2.1.a.iv; MDP, 2.2.2.a; MDP, 2.1.4.a; MDP, 2.2.4.a; MDP, 2.2.4.d; MDP, 5.2.7.c.v; MDP, 5.2.7.c.vi.

<sup>6</sup> MDP, 2.1.1.g.

MDP Priority	Midtown Station Proposal
<p>services are provided in a timely fashion and sustained over the long term by stable community populations<sup>7</sup>; and exercise due diligence in understanding lifecycle cost implications to ensure that it does not create future liabilities requiring tax support from Calgarians<sup>8</sup></p>	<p>identified strategic growth areas. Shifting growth from other growth areas can spread forecasted tax revenue generation across the city more thinly, impacting The City’s ability to offset infrastructure costs in those strategic growth areas, in addition to Midtown Station. Additionally, if Midtown development slows or stalls before a critical mass of development occurs, the subject parcel will not generate sufficient tax uplift to offset operating costs of the transit station.</p> <p>b. Capital costs implications: While the developer has committed to funding capital costs of an infill LRT station, a Special Development Agreement outlining the developer’s responsibilities has not been executed. Further, additional water infrastructure upgrades would come as additional costs to the taxpayers of Calgary.</p>

### MDP Evaluation of the Proposed Midtown Station

Administration evaluated the Midtown Station proposal for its merits as an additional location for growth within the MDP. The information is presented sequentially to establish the planning rationale and order used to arrive at an evaluation of Midtown Station.

#### 1. Accommodation of Forecasted Growth in the Balanced Growth Boundary

The MDP sets the objective of accommodating 33 per cent of *Calgary’s future population* within the Balanced Growth Boundary by Year 2039 and 50% by Year 2080<sup>9</sup>. Midtown Station intends to accommodate 16,600 people and jobs. While in principle, the MDP supports population intensification in the Balanced Growth Boundary, it specifies the degree and locations where intensifications are enabled. The strategic growth areas in the approved MDP Urban Structure are currently configured to accommodate Calgary’s future population targets based on forecasted growth. Analysis indicates development at Midtown Station will likely redistribute demand from other identified strategic growth areas (e.g. Activity Centres including Greater Downtown, and Transit-Oriented locations).

#### 2. Planning Basis for the MDP Urban Structure: Directing Strategic Investments

Midtown Station’s proposed intensity and scale is approximately thirty-three percent (33%) greater than that of the downtown commercial core and six-and-a-half (6.5) times the minimum required MAC intensity, representing a significant shift away from the established Urban Structure. The subject parcel is not located in an Activity Centre location that would support this scale and intensity of development. Currently, The City has no intentions to add additional MACs to the MDP 2020 given that the MDP was crafted based on projected growth patterns and infrastructure/amenity investments.

The MDP’s strategic framework for growth and change (Part 5) is intended to support where new jobs and homes should be located, improved integration of transportation systems, and the evolution of complete communities, while doing so in an economically sustainable manner. The MDP does not pursue high intensity growth throughout all the Developed Area (within Balanced Growth Boundary), but rather in strategic growth areas in compliance with the MDP’s Urban Structure (Typologies and Map 1). These strategic growth areas are located along the city’s nodes and corridors, leading to a sequencing of public investment priorities that support their intensification, and facilitating predictable and compact

<sup>7</sup> MDP, 2.2.4.b.xi; MDP, 2.1; MDP, 2.1.4.b; MDP, 5.2.7.c.vi.

<sup>8</sup> MDP, 5.2.7.c.iv; MDP, 5.2.7.c.iii; MDP, 5.2.7.c.ii; MDP, 2.1.4.c.

<sup>9</sup> MDP, 5.2.2.c.

development patterns that maximizes on the investments' return, thereby limiting unforeseen costs to Calgarians. This enables and encourages high residential and employment intensification along the Primary Transit Network, in Activity Centres, and/or areas more extensively served by existing public investment, municipal infrastructure and facilities<sup>10</sup>.

### 3. Managing Fiscal Sustainability

The MDP highlights the importance of exercising financial prudence by encouraging the location of strategic growth near existing infrastructure, while cautioning against making premature infrastructure investments only to accommodate growth<sup>11</sup>.

The application's central rationale for the proposed growth is the development of new infrastructure (Primary Transit station) in an underutilized commercial/brownfield site<sup>12</sup>, at the developer's cost. In contrast to the MDP's policies respecting development intensification, The City's rationale for growth is predicated on developing higher densities in identified strategic growth areas where greater public investment, municipal infrastructure and facilities are located and/or planned<sup>13</sup>. Although the MDP provides support for infrastructure investment in the Developed Area<sup>14</sup>, it guides The City on how these decisions should be prioritized to avoid misallocation of public funds. These priorities are provided in Table 1 above.

### 4. Major Site Constraints Impacting Established MAC Development Standards (*Connectivity*)

Despite Midtown Station's proposal for a development scale and intensity greater than the Greater Downtown Activity Centre, it lacks fundamental traits that meet MDP's Complete Community standards<sup>15</sup>. Midtown Station proposes an intensity above the minimum MAC intensity<sup>16</sup>; however, the proposed development does not reinforce the centrality of its role as a MAC within the larger residential catchment area<sup>17</sup> by providing local pedestrian connections to adjacent communities<sup>18</sup>, and compatible development scale that responds to the local context<sup>19</sup>. While the applicant includes a developer-funded infill LRT station to support the proposed intensity<sup>20</sup>, the proposal does not address subject parcel's isolated environment to the extent that it could be supported as a location for a MAC in the Urban Structure. Pedestrian connections are stated as aspirational by the applicant, and the scale does not respond contextually with the surrounding area.

The subject parcel is located within Fairview Industrial, separate from the residential community of Fairview; as a MAC, it will be central to the communities of residential community of Fairview, Kingsland, Haysboro, Kelvin Grove, Chinook Park, Meadowland Park and the Chinook MAC. Many site constraints contribute to the isolated nature of the

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<sup>10</sup> Ibid. Footnote 5.

<sup>11</sup> MDP, 2.1.4.d; MDP, 2.1.4.a; MDP, 2.1.4.c; MDP, 5.2.3.a; MDP, 2.2.2.a;

<sup>12</sup> MDP, 2.2.2.d; MDP, 2.6.2.c; MDP, 2.5.1.b; MDP, 2.5.2.a.

<sup>13</sup> MDP, 2.1.4.a; MDP, 2.2.5.c.

<sup>14</sup> MDP, 5.2.5.b.

<sup>15</sup> MDP, 2.2.4.b; MDP, 2.2.4.c.

<sup>16</sup> MDP, 3.3.2.b.

<sup>17</sup> MDP, 3.3.2.d; 2.2.1.a.vii; MDP, 2.2.1 & MDP 3.3; MDP (see MAC definition).

<sup>18</sup> MDP, 3.3.2.n; MDP, 2.2.1.a.vii.

<sup>19</sup> MDP, 3.3.1.h; MDP, 2.2.1.b; MDP, 2.2.5.a; MDP, 3.3.1.r; MDP, 2.3.2.a; MDP, 2.3.2.b; MDP, 2.3.2.c; MDP, 2.3.2.d.

<sup>20</sup> MDP, 2.2.1.d; MDP, 5.2.7.c.viii.

subject parcel, challenging the proposed MAC's basic functionality as a Complete Community. Because the subject parcel is bound by major skeletal roads, LRT tracks and Canadian Pacific Rail (CP Rail) right-of-way (ROW), it seals off the parcel and limits the possibility to conveniently provide comfortable, safe and universally accessible pedestrian travel connections to adjacent communities<sup>21</sup>. For example, a commitment has not been secured with CP Rail to permit an elevated walkway over their ROW to provide pedestrian linkage to the residential community of Fairview. MDP policy direction, as provided in Table 1, prioritizes higher intensity growth in Major Activity Centres because they are located in areas extensively served by existing public investment, municipal infrastructure and facilities, and/or are easily serviceable. Despite provision of an LRT station, difficulty in servicing the subject parcel challenges its success as an urban centre for the subregion and would not be supported as a MAC in the Urban Structure.

The effects of the subject parcel's isolation are further heightened by proposing a development scale greater than Downtown Calgary, while adjacent residential communities are low density. Both the lack of scale compatibility<sup>22</sup> and pedestrian connections contribute to the proposed development having a minimal relationship to the larger catchment area. A site design framework provides for the long-term layout and design intent for larger redevelopment sites. The application review requires a detailed site design for parcels larger than 1.0 hectares<sup>23</sup>. A site design framework has been requested by CPAG as part of the LOC review process, but it has not been received for review.

#### 5. Engagement

An MDP amendment to enable a project greater than Downtown's intensity, and an infill LRT station impacting commute times for travelers with destinations south of Chinook station, should leverage a variety of communication and public engagement methods to engage a city-wide audience<sup>24</sup>. Engagement with stakeholders should offer understanding and support of goals and objectives regarding Calgary's future state, including coordination of planning and public investments to align development objectives of Activity Centres<sup>25</sup>. The applicant-led engagement to-date was conducted to canvass feedback about the project within its local context. Additional engagement is recommended if an MDP Amendment is pursued.

An amendment to accommodate this level of growth on a regionally significant corridor (Macleod Trail SE) and transit network may require Calgary Metropolitan Region Board (CMRB) review prior to second reading of the Amending Bylaw; should this be required, early engagement with regional partners could streamline the review process at the Calgary Metropolitan Region Board<sup>26</sup>.

#### **Conclusion**

Based on an MDP Evaluation of the application, Midtown Station, as proposed:

- Is inconsistent with Council's MDP policy direction on strategic growth and does not create any new demand beyond the city's forecasted growth;

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<sup>21</sup> MDP, 2.2.1.b.vi ; MDP, 2.2.4.b.ix, MDP, 2.2.1.a.vii.

<sup>22</sup> Ibid. See Footnote 19.

<sup>23</sup> MDP, 2.4.2.d.

<sup>24</sup> MDP, 2.3.7.

<sup>25</sup> MDP, 2.2.1.c; MDP, 5.2.1.b; MDP, 5.2.3.c; MDP, 2.3.7.a; MDP, 5.2.7.c.ii.

<sup>26</sup> MDP, 5.2.1.a; MDP, 5.2.2.d; MDP, 1.3.1; MDP, 1.3.3.

- Exposes The City to uncertain and potentially significant capital costs, especially in the absence of a Special Development Agreement detailing the developer's legal obligations for capital investments;
- Exposes The City to operating costs for operating the LRT Station, that is required in the initial stage of development. If a critical mass of development does not occur to offset costs through property tax uplifts in a timely manner, The City will continue to operate the station at a loss, for an undefined period;
- Is located in an isolated parcel with connectivity issues which challenge its ability to fully form into a Complete Community based on established MAC development standards; and
- Does not have sufficient engagement feedback that readily considers implications of and mitigation responses to local, city-wide, and regional growth impacts.

Amending the Municipal Development Plan 2020's strategic growth locations to support the Midtown Station proposal promotes the MDP goal of realizing a more compact urban form within the Balanced Growth Boundary. However, based on the evaluation above, it is Administration's opinion that the risks of an MDP Amendment to support Midtown Station offsets the economic advantages of spatial concentration in the Developed Area. Should the project address financial uncertainties, impacts to local, citywide and regional relationships, and major site constraints impacting established MAC development standards, Administration could more readily consider evaluating the planning merits of amending the Municipal Development Plan 2020's strategic growth location to support Midtown Station proposal.

If Administration is directed to amend the MDP to accommodate the proposed Midtown Station development, the following matters would require consideration:

1. Resizing the boundaries of other strategic growth area(s) and/or reprioritize their typologies in the Urban Structure to accommodate Midtown Station's proposal in alignment with forecasted growth;
2. Revisions to city-wide infrastructure and program investment priorities in other strategic growth areas;
3. Revisions to MDP's policy direction to protect designated/approved employment retail areas<sup>27</sup>; and
4. Revisions to MDP's policies relating to MAC development standards and Complete Communities.

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<sup>27</sup> MDP, 2.1.2.b.



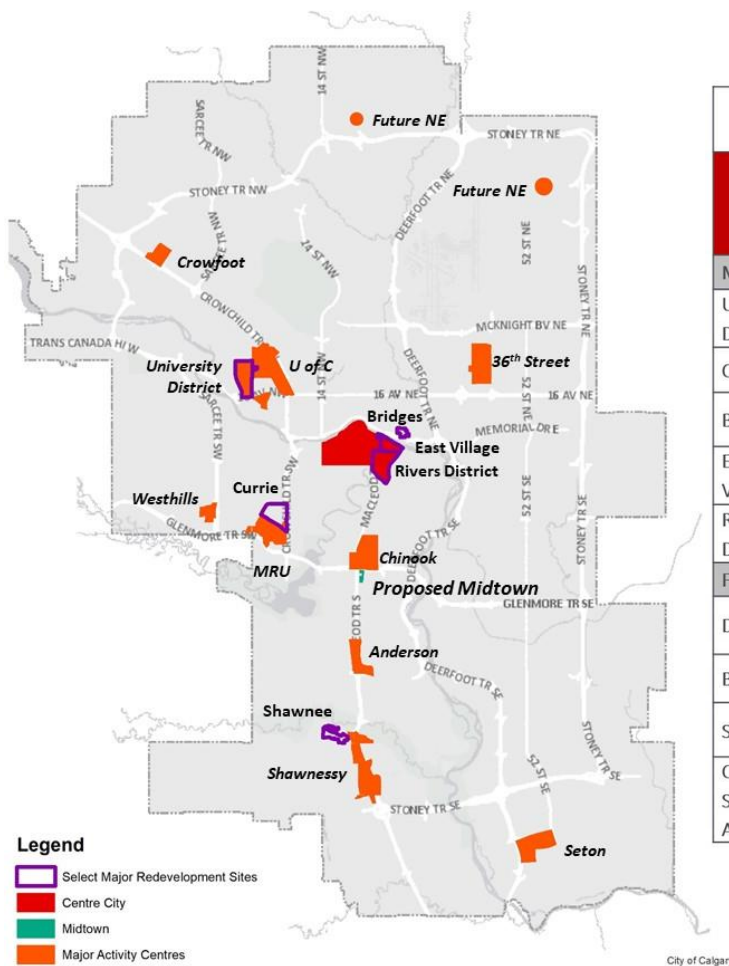
# Strategic Growth Areas and Supply

The purpose of this attachment is to show the location and status of The City's strategic growth areas and absorption trends in identified major redevelopment areas (Figure 1) and possible market demand implications of the Midtown development to nearby strategic growth areas (Figure 2).

## Location and Status of Existing Strategic Growth Areas

Figure 3 below provides the location and absorption trends of identified master planned and focused redevelopment areas. This data indicates that there is sufficient capacity for growth within these areas and that absorption is trending down in all areas except The Bridges in Bridgeland and Lumino near 55 Avenue and 2 Street SW.

Figure 1: Major Activity Centres and Growth Areas / Status of master planned growth areas



STATUS OF MASTER PLANNED GROWTH AREAS					
Area	Year Adopted	Planned Units	Percent Built-out	Capacity (orange)	Absorption Trend
<b>Master Planned Areas</b>					
University District	2014	6,608	29%		
Currie	2015	5,794	10%		
Bridges	2000	1,575	76%		
East Village	2017	8,550	32%		
River's District	2019	4,000	58%		
<b>Focused Redevelopment</b>					
Downtown	2009 (MDP)	43,750	73%		
Beltline	Proposed part 1	25,000	73%		
Shawnee	2014	1,700	28%		
Chinook Station Area Plan	Proposed 2018	17,176	3.75%		

**Market Demand Implications**

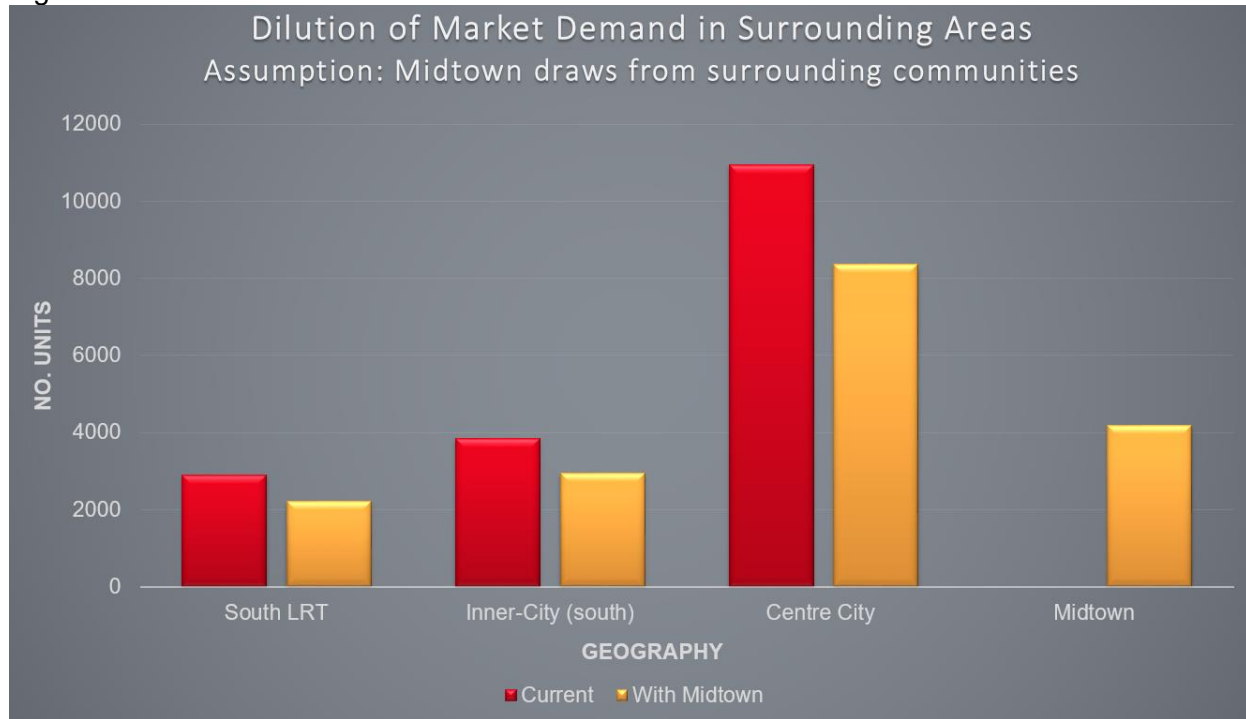
Figure 2 below, provides an example of Administrations modelling of the impacts of the Midtown proposal on nearby strategic growth areas. Referred to as “Scenarios for Higher-density Residential Development” or “SHReD”, this model estimates the potential amount and distribution of demand for higher-density residential housing. The results of this modeling indicate that the Midtown development would capture 2.4 times the historical growth for the South LRT Market. If we consider the Midtown development to absorb growth from a wider market that includes the south inner-city and Centre City, the reallocation of unit absorption over the next 17 years is modelled as illustrated in the table and chart below. In this scenario, the Midtown Station would absorb more than 2,500 units out of the downtown, more than 900 units from other south inner-city communities, and nearly 700 units from Transit Oriented Developments along the South LRT.

Figure 2: Market Demand

PROJECTED NEW MULTI-RESIDENTIAL UNITS BY 2038			
Geography	Without Midtown	With Midtown	
	Units Absorbed	Units Absorbed	Units Absorbed in Midtown
South LRT area	2,900	2,215	686
Inner-City (south)	3,850	2,939	911
Centre City	10,950	8,358	2,592
<b>SUBTOTAL EXPECTED UNITS</b>	<b>17,700</b>	<b>13,512</b>	<b>4,188</b>
Midtown (applicant assumptions)	0	4,188	-
<b>TOTAL EXPECTED UNITS</b>	<b>17,700</b>	<b>17,700</b>	<b>-</b>



Figure 2: Market Demand



**Conclusion**

As evidenced in the summary analysis above, the proposed development is likely to compete with other priority growth areas for development and extend the buildout horizons and The City's return-on-investment of these priority growth areas as development opportunities are spread across a wider area. Investment in the Midtown Station proposal is expected to extend The City's return-on-investment in these areas, as well as other priority growth areas such as Westbrook Station, Anderson Station, East Village and the Greater Downtown.



# Pros and Cons Summary

The purpose of this attachment is to provide details of the pros and cons related to the Midtown Station development proposal and amending MDP's strategic growth locations.

Infrastructure	
PROS	CONS
<p>A. <b>Creation of a safe, comfortable, and accessible option for crossing the LRT and CPR</b>, providing enhanced connectivity between Fairview and the MacLeod Trail S main street corridor. The lack of such a connection between Heritage Drive and 61 Avenue SE has been identified as a desired improvement through engagement outside of this process.</p> <p>B. <b>Improved access to transit for residents of the northern portions of Fairview and Kingsland, as well as employees and customers of businesses along the MacLeod Trail S main street corridor</b> south of Glenmore Trail S. Relatively little of the Fairview or Kingsland communities falls within a 600m radius of the Heritage LRT station; as such, a new station further north would improve the accessibility of the LRT system and could result in increased ridership and/or reduced access times for existing passenger.</p>	<p>1. <b>Potential capital cost overruns on infrastructure delivery related to the proposed infill LRT station as well as water infrastructure required to serve the site and the area beyond.</b> Although the proponent has committed to covering all capital costs related to the proposed infill LRT station, such a project is unprecedented in the Calgary context and challenges may arise that require allocation of cost overruns. Certain aspects of the scope identified through the LRT Functional Planning Study related to ensuring service continuity and appropriate operational flexibility have already been challenging to allocate through discussion between the proponent and The City. Technical complexity relating to acceptable crossing of the Canadian Pacific Railway (CPR) tracks may also raise challenges that have not yet been addressed by the proponent.</p> <p>2. <b>Operating costs related to the proposed infill LRT station, particularly prior to redevelopment generating sufficient revenue (through property tax and ridership) to cover station operating costs.</b> The infill LRT station is required in phase 1 of the development to support the TOD-style road network; and is expected to operate at a deficit to The City until such time as adequate property tax and ridership revenue is available to offset.</p> <p>3. <b>Future City infrastructure investment required to support the proposed intensity of Midtown Station, as well as growth in the surrounding areas.</b> Analysis of the availability of soft (community) and enabling (pipe) infrastructure found the need for future capital investment to support the Midtown Station development and development in the surrounding communities. A new library would be required at build-out to support the growth in population. Downstream sanitary infrastructure upgrades were also identified to service the ultimate development projects in the Midtown Station development and the</p>

	<p>Chinook Station Area Redevelopment Plan area at an estimated total cost of \$15.4M.</p> <p>4. <b>Absorption of residential development may be slower than anticipated, which will have consequences with respect to the recovery of operating costs for the proposed infill LRT station.</b> This risk could arise if market conditions generally prove softer than anticipated, as well as if the subject site does less well in competition with other strategic growth areas.</p> <p>5. <b>Development on the subject site is unlikely to increase the overall demand for high density multi-residential development;</b> as such, dwelling units absorbed at the subject site are likely to be drawn away from other strategic growth areas, mainly in the south submarket but potentially to a lesser extent in the Centre City. Areas that have already seen City capital investment (such as 61 Avenue S at Chinook) may therefore see slower returns on those investments. Furthermore, many amenities provided by the private sector, such as retail services and entertainment, require a critical mass of potential customers in order to be viable; further dilution of the market for high density multi-residential development may continue to spread the market too thin and continue to delay the provision of those services in strategic growth areas.</p>
<b>Market</b>	
<b>PROS</b>	<b>CONS</b>
<p>C. <b>Enabling a development that adds capacity for population and employment within the developed area</b> and represents a sizeable investment in the city. Taking advantage of a large land assembly under the control of a single owner; compared with many other transit oriented development opportunities, the site is relatively unencumbered by fragmented ownership, or obligations around the provision of commuter parking and represents an opportunity for large-scale master planned transit-oriented development. However, single ownership of a large development also offers risk of stalling development through a single owner changing priorities or becoming insolvent.</p>	

<b>Planning and Policy</b>	
<b>PROS</b>	<b>CONS</b>
<p>D. <b>Potential for development that largely aligns with the MDP vision for transit-oriented development and growth in the established areas;</b> although the subject site is not identified in the MDP as a strategic growth area, this is primarily due to the lack of an LRT station and poor accessibility. To the extent that the proposal can address these challenges, it aligns well the compact growth called for by the MDP.</p>	<p>6. <b>The proposal continues to cause concern with respect to urban design, public realm, social, economic, and resilience outcomes.</b> Issues around affordable housing, public spaces and amenities, and other planning considerations continue to merit further consideration through the application process. The site is approximately 12.78 hectares. The MDP requires parcels over 1.0 hectares to include a comprehensive plan. A comprehensive plan or a site design framework provides for the long-term layout and design intent for larger redevelopment sites. The framework can be used in discussions for place making, integration, uses, built form, connections, open space and how the site evolves o realize a more complete community. A site design framework has been requested as part of the application review process, but it has not been received for review.</p> <p>7. <b>The proposal may benefit from further alignment with the ongoing development of the Heritage Communities Local Area Plan (LAP).</b> This work is still ongoing and the future LAP may provide mechanisms to ensure MDP-aligned planning and development outcomes that could be difficult to achieve through the MDP and land use bylaw tools alone through providing community-level specific policies regarding growth and change.</p>



# Applicants Outreach Summary

This attachment is the Applicants Outreach Summary, submitted by the Applicant of the Midtown Station development proposal and it outlines the applicant's engagement efforts completed between 2020 August to October and the feedback/comments received.



**ENGAGEMENT  
REPORT BACK**

## *MIDTOWN STATION*

November 2020

**Midtown Station Land Use and Outline Plan**

Stakeholder Report Back: What We Heard  
November 2020

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- APPENDIX B – Fairview AGM Presentation Panels**
- APPENDIX C – Fairview AGM Information Handouts**

Note: APPENDIX B and C were not included in this Attachment.



## Midtown Station Land Use and Outline Plan

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### Project Overview

#### Project Vision

Major metropolitan centres such as Toronto, Montreal, Vancouver, and New York have built up density nodes secondary to the primary central business district. These nodes are built around culture and convenience, where amenities and density are intentionally located in the same area, along with accessible pathways and transit hubs.

Midtown Station already has the foundation needed to be a great secondary hub for Calgary and requires a long-term vision and investment to uncover its potential. Midtown Station has engaged the City, the public, and other stakeholders, in order to ensure that this development is integrated with the surrounding communities and is also a destination where people want to live, work, and play.

The site is envisioned as a vibrant, 24/7 urban village, featuring an array of iconic, high-density residential towers, mid-rise apartments and stately town-homes; modern office buildings in a campus-like setting; and convenience and specialty retail, hotels, restaurants, and bistros. The residential components are proposed to be aligned along a generous central open space spine featuring active and passive recreational pursuits, water features, arbours and trellised gardens; and a recreational facility/clubhouse providing swimming, racket sports and all the latest fitness pursuits for a healthy lifestyle.

A key component of the development is the construction of a new LRT platform in the vicinity of 71st Avenue SE, providing a stop equidistant between the existing Chinook and Heritage stations. The concept plan also envisions a pedestrian connection to the LRT from the Fairview community immediately to the east.

#### Engagement Approach

Our engagement approach for this project will provide reliable and consistent communication supported by meaningful engagement opportunities for the community to provide input and will follow the City's Applicant Outreach Toolkit.

The COVID-19 pandemic has changed the way we live, work, and interact with each other. Public engagement and outreach have been pushed to online systems to provide for safer forms of engagement. Our approach for this project includes consultation with key stakeholders and the general public primarily through a carefully structured series of online engagement tools.

## Midtown Station Land Use and Outline Plan

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### Engagement Process

The engagement process for Midtown involved the creation of a website to inform stakeholders of the project, as well as to collect feedback on the current site opportunities and restraints, and the proposed site design. We listened to and learned about current public views on the proposed development and collected comments and expectations about the future of the project.

The website was launched in late August 2020, and included numerous pages with information and graphics, a FAQ page, and a feedback survey. The FAQ page was updated regularly as new questions and comments were received.

There was also constant communication with other stakeholders, including the City of Calgary (CoC) and the Community Associations of surrounding communities. Other methods of outreach included:

- Notifications sent out through the Community Associations
- Mail-out postcards to the surrounding communities
- Attendance at the Fairview AGM

### Timeline for Engagement

- Draft engagement plan prepared and agreed to with the CoC (late July)
- Website set-up and survey deployed (late August)
- Online engagement open through website (early September – mid October)
- Engagement report and conclusions (November)
- Revised plan deployed through website (December 2020)

### How We Use the Input

Feedback gathered from public and stakeholder engagement is reviewed in conjunction with City of Calgary policy and standards, site conditions and technical design analysis, and incorporated into the site concept.

### Other Stakeholders

IBI has engaged with surrounding communities, CoC business units, and other stakeholders throughout this process. Some of these stakeholders include: the Kingsland, Meadowlark, and Chinook Park, Kelvin Grove, and Eagle Ridge (CKE) Community Associations; CoC Councillors; CoC Community Planning; CoC Transportation; CoC Parks; CoC Engineering; the Heritage Communities Local Growth Plan committee; existing tenants; CP Rail and Calgary Transit; and utility companies such as ENMAX.

## Midtown Station Land Use and Outline Plan

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### What We Asked

#### Survey Questions

A feedback questionnaire was posted on the project website that contained the following questions:

##### Use of the corridor

1. How do you use the site today? (Check all that apply)
  - a. Shopping
  - b. Commuting
  - c. Play
  - d. Work
  - e. Other (Please indicate)
  - f. I don't use the site

##### Likes & Dislikes

2. What are the strengths of the existing site? (Check all that apply)
  - a. Provides useful amenities (such as restaurants, retail)
  - b. Provides job opportunities
  - c. Easy access
  - d. Ample parking
  - e. Other \_\_\_\_\_
3. What are the weaknesses of the existing site? (Check all that apply)
  - a. Lack of amenities
  - b. Poor pedestrian connection
  - c. No public open space
  - d. Poor transportation / access
  - e. Overly congested
  - f. Other \_\_\_\_\_

##### Opportunities, Constraints and Amenities

4. In terms of opportunities for redevelopment on the site, what would you like to see in the future? (Check all that apply)
  - a. Recreation facilities
  - b. Park
  - c. Urban Plaza
  - d. Club house
  - e. Daycare
  - f. Other \_\_\_\_\_
5. What amenities are missing in this area that you would like to see included in the proposed design?
  - a. More community amenities
  - b. More retail uses

## Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard  
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- c. More industrial uses
  - d. More public space
  - e. Improved pedestrian connections
  - f. The addition of a diversity of residential uses (i.e. rental and condo apartments, seniors' complexes....)
  - g. Other \_\_\_\_\_
6. How important are the following themes to you: (Please rank the following where 1= this is not important to me; and 5= this is very important to me)
- a. Appropriately located density
  - b. Sense of community
  - c. Amenities
  - d. Public space
  - e. Pedestrian connectivity
  - f. Transportation access
  - g. Parking
  - h. Other \_\_\_\_\_

### Corridors and Connections

7. What type of supplementary links/corridors are needed and where should they be located? (Check all that apply)<sup>1</sup>
- a. Pedestrian, including +15 connections
  - b. Bike
  - c. Road
  - d. None, corridor linkages are sufficient
8. Would you use a new LRT station in the proposed location (see attached map for proposed location?) (Yes/No)
- a. If so, what would be your main purpose for using the Midtown LRT station?
    - i. Getting to/from your home
    - ii. Going to/from place of work
    - iii. Going to/from school
    - iv. Visiting family or friends
    - v. Using amenities around Midtown Station
    - vi. Other \_\_\_\_\_
  - b. If not, are there any modifications we can make that would encourage you to use it?

---

<sup>1</sup> This question was linked to an interactive map where respondents could place pins where they felt new links and corridors should be located.



## Midtown Station Land Use and Outline Plan

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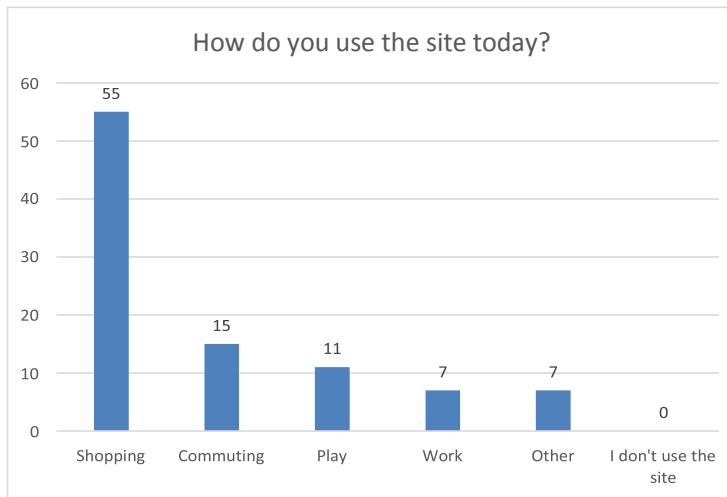
### What We Heard Summary

#### Survey Results

This section provides a brief summary of the feedback received during the online engagement, as well as any additional feedback via phone or email. A summary of the most common comments is included here, while verbatim comments can be found in Appendix A.

A total of 112 unique respondents filled out the survey, with 64 people leaving written comments, and 50 leaving their contact information. The responses may not add to 112 as not all questions were required, and some questions allowed for more than one response.

#### Current Use of the Site



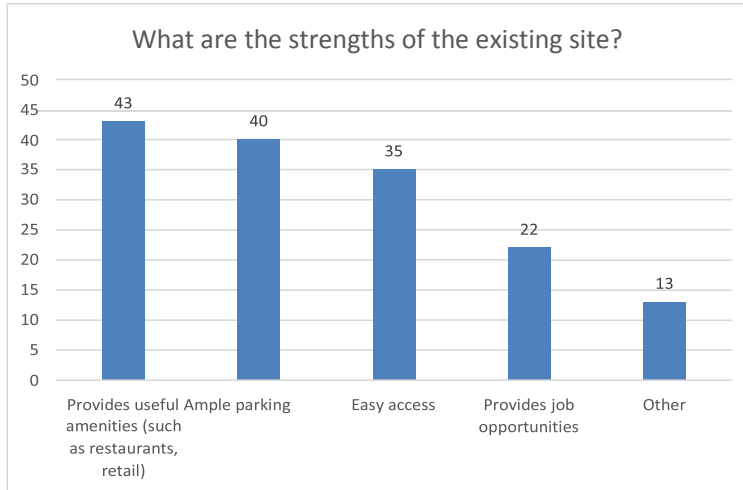
Most respondents currently use the site for shopping, with the fewest respondents using it for work.

Most of the "Other" responses indicated that they lived in Fairview. Other responses included restaurants, and a doctor's office.

## Midtown Station Land Use and Outline Plan

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### Likes and Dislikes

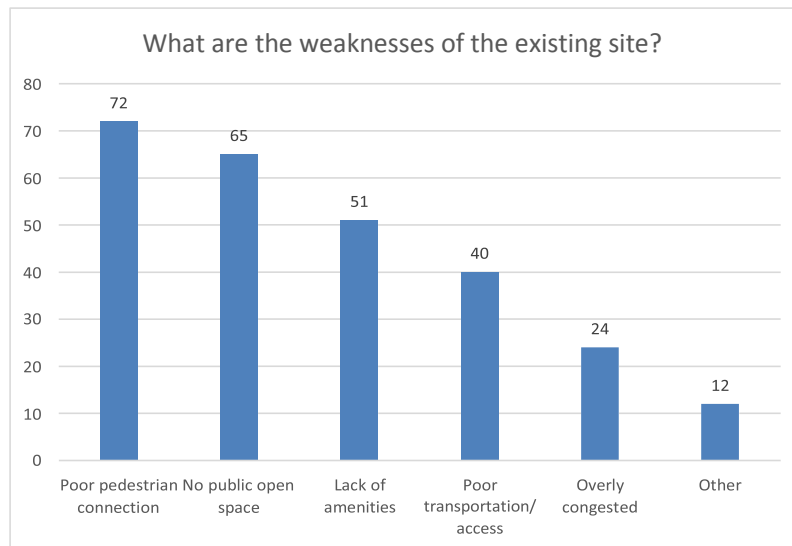


For the current strengths of the site, the most people responded that the site provides useful amenities (such as restaurants, retail, etc.).

The majority of the “Other” responses were that the site currently has no strengths. Two respondents noted the location and one respondent mentioned the Calgary Climbing Center.

As for weaknesses of the current site, the greatest number of responses was for “Poor pedestrian connections”.

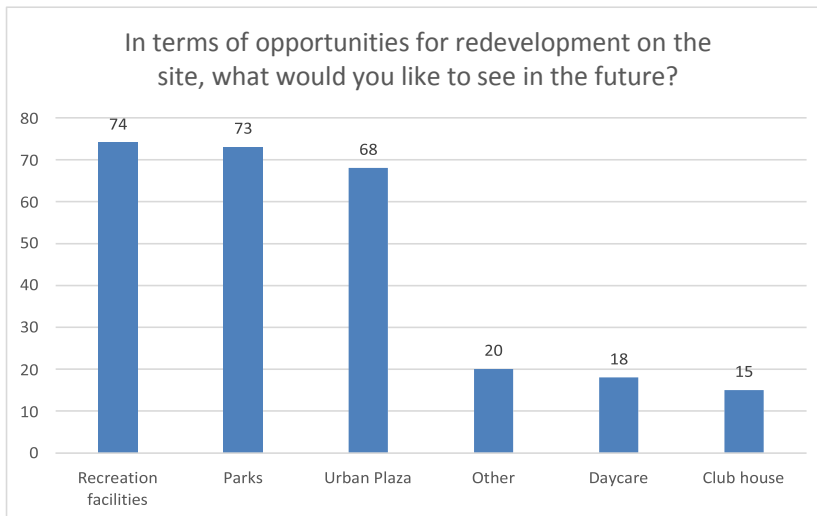
Comments in the “Other” category indicated that the site is ugly, rundown, underutilized, too industrial, and perceived to be unsafe.



## Midtown Station Land Use and Outline Plan

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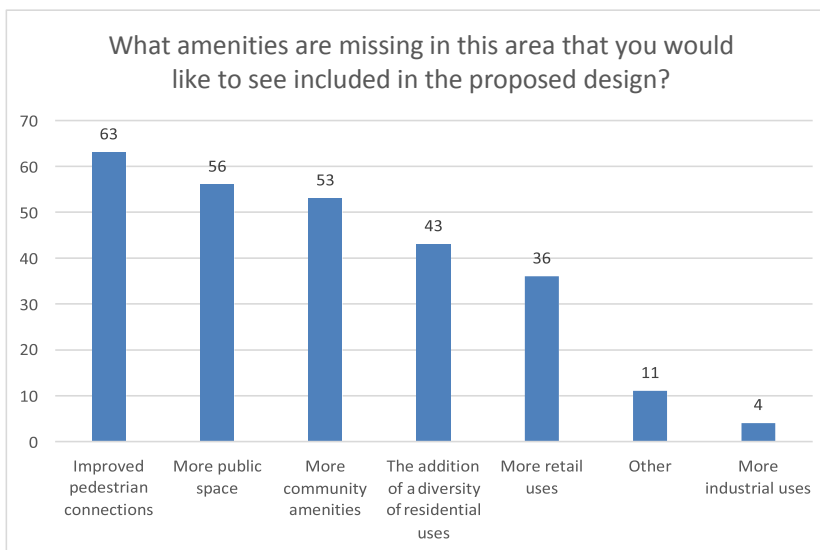
### Opportunities, Constraints, and Amenities



When asked about opportunities for redevelopment on the site, the greatest number of respondents wanted to see some sort of “Recreation Facilities”, followed closely by “Parks”.

Continuing on from the previous question, when asked what amenities they would like to see included in the proposed design, the greatest number of respondents would like to see “Improved Pedestrian Connections”.

Suggestions for redevelopment that respondents entered for “Other” centered around public amenity spaces; mixed-use buildings; more office space; increased density; more creative housing options; increased walkability of





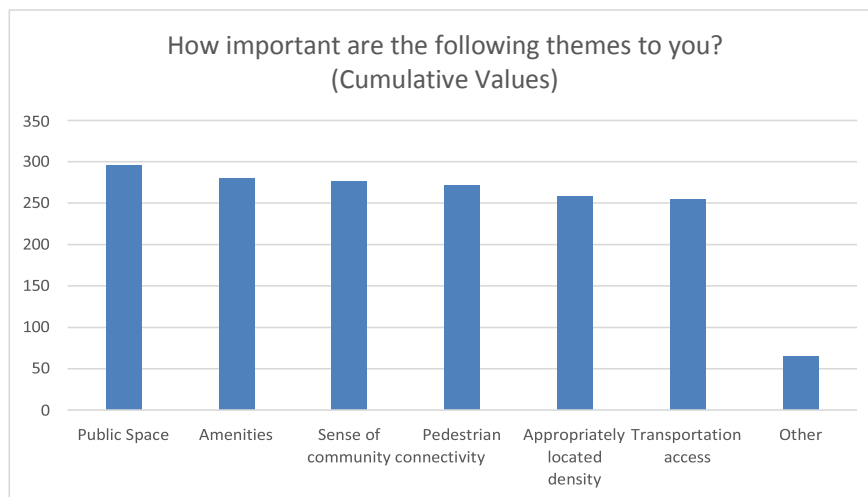
## Midtown Station Land Use and Outline Plan

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the area; and enhanced safety and pedestrian connectivity. More specifically, suggestions included outdoor event spaces; restaurants with outdoor seating; cobblestone walkways; markets; a bike path along the train right-of-way; children's playground; family hangouts; active seniors' and accessible gathering places; cultural facilities; arts spaces; theatres; 24-hour amenities; dog parks; and the retention of the shooting and climbing centre.

Some of the comments also noted that no changes should be made to the site.

When asked about the importance of the following themes, "Public Space" emerged as the most important theme.



Some respondents added additional comments noting that peace and quiet, and crime and safety were also important. While some comments noted that sufficient parking needed to be included to deal with increased traffic around the development, others noted that surface parking should be kept to a minimum.

## Midtown Station Land Use and Outline Plan

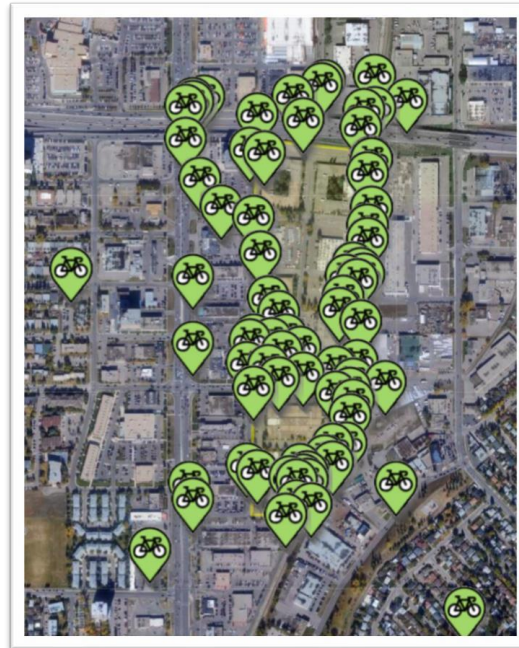
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### Corridors and Connections

One portion of the survey asked respondents to place pins on a map where they felt that corridor connections were missing. They had options to place pedestrian, bicycle, car, bus, or train pins on the map. The different types of missing connections have been separated out, and trends have been identified below.



Closer inspection of the missing pedestrian links shows that many of them were placed over the busy streets of Glenmore Trail and McLeod Trail SE, as well as the LRT tracks. This is an indication that the site is currently cut off from the surrounding communities by these busy transportation corridors. The placement of pedestrian pins within the site suggest the need for sidewalks and crosswalks, as there are currently very few, to make it a more pedestrian-friendly area.



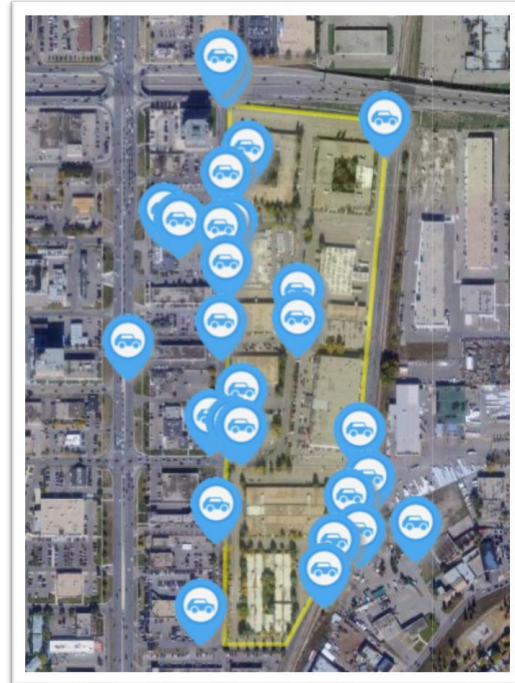
The missing bicycle links show more distinct trends and corridors running along the LRT line, as well as along Fisher Street, and across 71<sup>st</sup> and 73<sup>rd</sup> Avenues. Similar to the pedestrian map, the bicycle map points to a lack of connections to the surrounding community, with more connections needed across Glenmore Trail, McLeod Trail, and the LRT tracks.

## Midtown Station Land Use and Outline Plan

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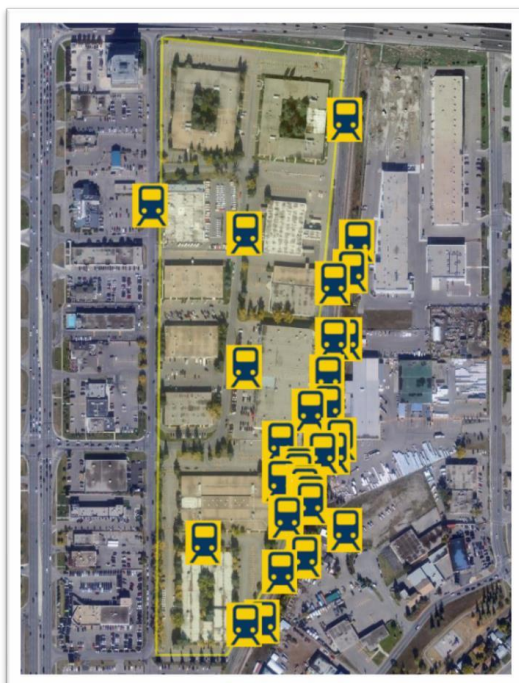
The most missing bus links were indicated to be along MacLeod Trail SE and Fisher Rd SE, in the centre of the site, with a few additional points scattered around the perimeter of the site.



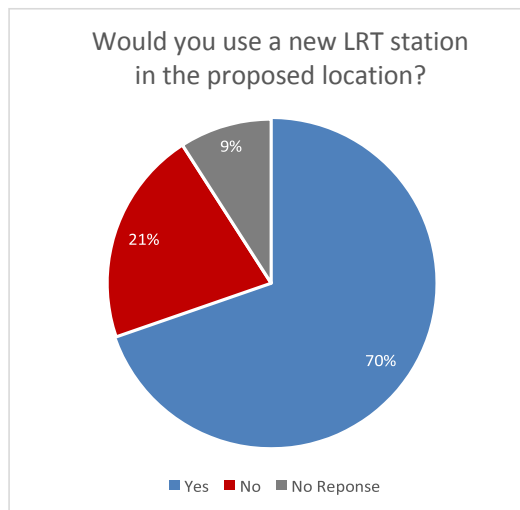
Vehicle connections clustered along Macleod Trail SE and around the SE corner of the site. Which could indicate the need for less traffic congestion along Macleod Trail and better vehicle access across the rail tracks to the S/E portion of Fairview Industrial. Currently, there is no east-west vehicle access across the LRT tracks from Glenmore Trail SE to Heritage Drive SE, completely segregating the project site from the rest of Fairview Industrial.

## Midtown Station Land Use and Outline Plan

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Many survey respondents placed a missing LRT link close to the same spot as proposed by the developer. It is possible that respondents had been primed by materials on the website that indicated that this is a good spot for the new LRT station. However, this is also the same location as many of the missing pedestrian and bicycle links and could provide a connection between the Fairview community and the larger community to the west. Furthermore, as indicated in the following questions, 70% of survey respondents indicated that they would use the LRT in the proposed location.

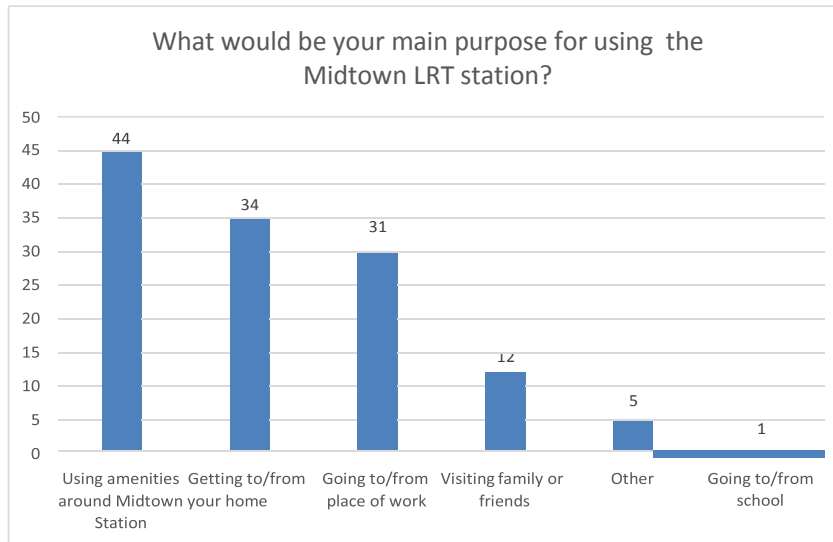


70% of survey respondents said they would use a new LRT in the proposed location, with the largest proportion of respondents saying they would use it to access amenities around Midtown Station.

## Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard  
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For those that would use the new Midtown LRT station, most responded that they would use it to use the amenities around Midtown.



Those who would not use it were asked for comments on modifications that would encourage them to use it. A summary of the themes of the comments is found below; verbatim comments can be found in Appendix A.

LRT Station Modifications	
Theme	Detailed explanation / example
Better Pedestrian Connectivity	Pedestrian / Bike access to the site from the east would be very appealing.
Stampede/downtown access	The only time that I EVER take public transit is to attend an event in the Saddledome or at the Stampede Grounds. This means that I use the LRT or Bus no more than twice in a year and my ridership will not change in the future.
Crime and safety	Ensure the station and pedestrian overpass do not encourage "loitering"
Will not use	I don't take transit often; I drive
Parking	If there was adequate parking; might use it occasionally to go to events downtown. Currently only use the train a few times a year to go to events at the Stampede grounds and park at Chinook or 39th.
Not necessary	There are two stations close to our community - it is a waste of money to build another and we would have people parking in our neighbourhood when the lot fills.



## Midtown Station Land Use and Outline Plan

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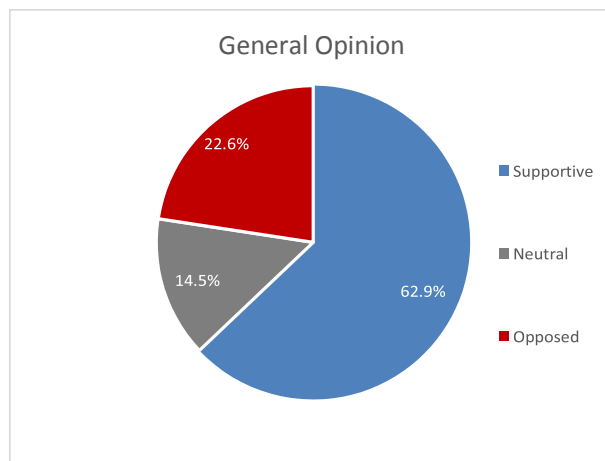
### Final Comments

As previously mentioned, of the people that filled in the survey, 64 people left additional comments. 62 of these comments allowed us to identify their general sentiment toward the project:

- Supportive (for example, “I think it sounds great; this is an area that needs more residential properties and this area is under-utilized. We need to stop building the city out and start building up to beat urban sprawl.”)
- Neutral (for example, “Keeping the pedestrian overpass into Fairview in this plan is extremely important.”)
- Opposed (for example, “Do not need more density in an area that is very crowded / congested at the best of times”)

Of the 62 comments that allowed us to identify their general sentiment:

- 39 (62.9%) are supportive
- 9 (14.5%) are neutral
- 14 (22.6%) are opposed



## Midtown Station Land Use and Outline Plan

Stakeholder Report Back: What We Heard

October 2020

Comments	
Theme	Detailed explanation / example
Support surrounding uses	It looks like this development would support the surrounding residential areas in a great way.
Revitalization of the McLeod Trail corridor	This development promotes the revitalization of the McLeod Trail corridor.
Pedestrian, bike, scooter connections	Pedestrian, bike, and scooter connections are severely lacking in this area. Communities in the surrounding areas would like more connections to be able to access the amenities in Midtown as well as the rest of the city.
Pro development	"I would be very excited if this were to happen."
Additional amenities	Creating an area similar to the East Village or Kensington with a focus on amenities, alternative transportation modes, and affordable spaces for local and small businesses.
Connectivity to adjacent communities	Must ensure that the development is integrated into the wider community. The pedestrian and LRT overpasses to the existing communities will do so much for the surrounding communities.
Good location	This project is in a great, underutilized location.
Revitalization	This is a great area to redevelop to bring it into the 21 <sup>st</sup> century.
Benefit to surrounding communities if done right	This development is a powerful idea as long as it takes the needs of the surrounding community into account. For example, parking, traffic, and safety concerns; improved pedestrian and commuter connections.
Need for retirement housing	There is a need for retirement housing in this area.
Affordability	Ensure that housing and office/retail spaces are affordable
Opportunity for collaboration with Chinook Mall redevelopment and surrounding development	Hope that there is cooperation between this development and Chinook Mall redevelopment as well as other densification and redevelopment initiatives in the surrounding area to make a more cohesive Midtown.
Need for residential development/densification	This is an area that is under-utilized and needs more residential properties. "We need to stop building the city out and start building up to beat urban sprawl."
Public park	Public park should be included in the scheme that is lined with public roads, not internalized and wrapped with private buildings as if it is a private amenity space.
Flexible space	"Calgary goes through ebbs and flows; it would be great to have flexible spaces that can transition from work/office to residential or to shared workspace depending on the market."
Pedestrian focused/oriented	A pedestrian-focused development with an increased density and mixed-use residential developments will help to support the businesses in the area.
Area is underutilized	Primary industrial uses and low density in this prime location makes this area underutilized. It needs to be redeveloped.
Increase vibrancy of the area	Having a live theatre or music venue, walkable retail with coffee shops and good restaurants would bring vibrancy to the area.
Crime and safety	There is a general concern that the LRT station will bring an increase in crime that needs to be addressed.
Use of City Taxes / Public Funding	Do not want to have any City funds or taxes spent on this development.
Traffic	High density condos would create unwanted vehicles in the surrounding area. There is a desire to see pedestrian traffic increased but not automobile traffic.
Lack of Market Demand/unattainable	The economy is not doing well, and this development is not warranted at this time with the current amount of vacancies.

## Midtown Station Land Use and Outline Plan

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Loss of business	“Our clients look for easy access; the ability to not have to use elevators; privacy; free parking and a calm low-density experience.”
Views	Some residents of Fairview in particular are concerned about the development blocking their views to the west.
Dog parks	There needs to be something for dog owners. Fairview and Kingsland both have small off-leash areas but nothing that would support a significant increase in population. The existing dog parks would be absolutely overrun with dogs.
Capacity of the Community	This is going to cause strain on the community.
Density	The area is already developed enough.
Property tax of adjacent lands	Some questions regarding how development will affect property taxes of adjacent lands.
Building Height	Mixed response to the increase in height and density, with some respondents in favor and some respondents against.
LRT is unnecessary	There are two LRT stations in close proximity to the community, it is a waste of money to build another.
Sense of community	Make sure that local businesses and small businesses can operate to enhance the sense of community.
Alternative modes of transportation	Provide alternate modes of transportation such as bike lanes, +15s, and walking/biking connection to Chinook and Fairview community.
Good design	Good work on the design
Increased business opportunities	The connections to surrounding communities will open up business.



## Midtown Station Land Use and Outline Plan

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### Fairview AGM Feedback

Attendance at the Fairview Community Association AGM was an overall positive experience intended to inform the community and the CA, as well as to answer any outstanding questions.

On the evening of September 14<sup>th</sup>, Stephen Shawcross, Planning Director of IBI Group, and George Reti of Cantana Investments Ltd. made a presentation at the Fairview Community Association's Annual General Meeting. The AGM was held outdoors consistent with COVID-19 protocols and was attended by some 40 residents. The verbal presentation provided an overview and key statistical data of the Midtown redevelopment and was augmented by a series of large-scale graphic panels illustrating various aspects of the proposed concept (see Appendix B). In addition, 15 copies of a 43-page handout were delivered to members of the Fairview executive (see Appendix C). A question and answer session followed the approximate 20-minute presentation and lasted for approximately 40 minutes. Most of the questions focussed on the amenities and services that would be provided by the redevelopment. There were a number of questions about the type of housing and the desire to see some seniors' products (i.e. assisted living). There were also several questions about connectivity and access to the proposed LRT station. In general comments were very positive with a number of attendees expressing delight at the prospect of a direct LRT connection and the perceived enhancement and upgrading of a dated and somewhat tired industrial site. Several attendees expressed a desire to see the development remain as part of the Fairview community for tax purposes and the support it would provide for municipal services and local schools.

Attendees were invited to respond to the on-line survey and provided with the website address. They were also encouraged to contact the City file manager and/or the consultant with any issues and concerns. Overall the timbre of the information session was very upbeat, one of the most positive the consultant has attended in recent memory.

Members of the engagement team also offered to attend the Kingsland, Meadowlark, and Chinook Park, Kelvin Grove, and Eagle Ridge (CKE) AGMs. The Kingsland and CKE Community Associations were not interested in having representatives attend in order to limit the size of their meetings but said they would reach out with any questions or concerns if they arose. We never received a response from the Meadowlark Park CA.

### Digital Workshop with Fairview Community Association

In mid-November, the IBI Group Planning and Landscape team will be combining the input from the online engagement with their knowledge and expertise during a digital charette with the Fairview Community Association to refine ideas for the public open spaces.

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### Next Steps

The results of this engagement process will be used to inform revisions to the Midtown Station Land Use & Outline Plan and design concepts. Once complete, the revised plans will be submitted to the CoC for further review and feedback prior gaining formal approval through a public hearing of Council.

Conversations with Canada Post, CP Rail, ENMAX and other stakeholders are ongoing.

## **APPENDIX A - Verbatim Comments**

## Verbatim Comments

Verbatim comments include all written input that was received through the website and any other forms of engagement, including phone calls, emails, and attendance at community meetings.

The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive or personally identifying information has been removed and replaced with either (offensive language removed) or (name removed).

<b>How do you use the site today?</b>	Business closed down
Doctors office	Transients
Live	<b>In terms of opportunities for redevelopment on the site, what would you like to see in the future?</b>
One or two restaurants; otherwise a derelict section of the city	None of the above.
Resident of Fairview	Restaurants with outdoor seating/connection.
<b>What are the strengths of the existing site?</b>	With the central location it is a good site for mixed use-residential; office; retail; but density needs to be managed; infrastructure in area can't handle it.
Not much there	A thing that will make my property value go up.
It's not very good site anymore. It needs to be redeveloped for 21 <sup>st</sup> century city density.	Cobble stone walkways – walkability (as opposed to streets) markets.
Few/no strengths	Bike path along the train ROW/maintenance road. Bikes need a route in this area; and utilization of a maintenance road would be ideal. Potential connection from 42 Ave to this development.
No strengths	Children playgrounds; family hangout areas; outdoor event area; green space for walking; parks for picnic; LRT station; office space; green area near office space; one or two connections to the surrounding community; glass sealing in facilities for indoor hangout in winter (similar to TD mall in Downtown); +15 connection to chinook.
There are no strengths	None of the above. I do not agree with this proposal.
<b>What are the weaknesses of the existing site?</b>	Pedestrian connectivity east-west across Macleod.
It's ugly.	Better and safer pedestrian access and improved transit access.
No green space.	Dense High rise Living
Underutilized for its location.	Active seniors and disabled persons gathering place
This works exceeding well for us as is.	
Looks terrible and low income.	
Parking	
Incredibly industrial; perceived to be not safe at night.	
None	

24-hour amenities (restaurants; bars; etc.)  
Destination for secondary cultural facilities outside of the primary ones downtown

If installing a pedestrian connection for Fairview; need to include a plan for making that pedestrian commute safe and inviting from the transit station to Fairview. Walking through generic parking lots will not suffice. The underpass at Glenmore was just closed for this same reason.

Leave as is

You better include the shooting center and the climbing center and limericks

People

None. Currently utilizing for recreational purpose

Restaurants; swimming pool; theatre

**What amenities are missing in this area that you would like to see included in the proposed design?**

There is nothing missing in this area.

More office wide.

Silly location on the corner of two major roads with no redeeming qualities. Leave well enough alone.

Office space; LRT connection; Transit connection; senior living; community event areas; city event areas.

I do not agree with this proposal. This is a business area and not a residential area.

Dog park

Arts related spaces. It would be great if gallery space; art studio space and arts education space could be incorporated into this area. It would be wonderful to have an arts hub in this city.

creative housing for young people and seniors...NOT business as usual

Nothing

None

**How important are the following themes to you: (Please rank the following where 1= this is not important to me; and 5= this is very important to me) (Importance is indicated in brackets)**

It is important to leave this very important and quiet office area alone. It is why we are here. (5)

Adequate parking and a plan to deal with increased traffic to; and through; the surrounding local communities. (5)

Public transportation (5)

Seniors and disabled people are often forgotten (5)

Peace and quiet (5)

Keep the climbing center and the shooting center (5)

Ease of traffic congestion (1)

Surface Parking (1)

Crime deterrence (5)

Security (5)

**Would you use a new LRT station in the proposed location?**

**a. If so, what would be your main purpose for using the Midtown LRT station?**

Going to the stampede grounds; downtown for events. Taking the LRT to the Airport!!! An art to the airport should be a priority.

Easier access to downtown.

Getting to/from the downtown cores amenities.

Going downtown

I only use the C Train to do activities on my days off (go to flames games; go to the bar downtown etc...)

I would not use it.

**b. If not, are there any modifications we can make that would encourage you to use it?**

Do not want to have city spend fund on anything to do with this project. If you can fund it without any public dollars; go ahead; but if you are trying to get a handout from the city I do not agree with any development.

Pedestrian / Bike access to the site from the east would be very appealing.

If there was adequate parking; might use it occasionally to go to events downtown. Currently only use the train a few times a year to go to events at the Stampede grounds and park at Chinook or 39th.

Consider better pedway to Kingsland NW corner and encourage developer to add good owner condo or mixed use density.

If there was a grocery store I would most definitely shop at it.

The only time that I EVER take public transit is to attend an event in the Saddledome or at the Stampede Grounds. This means that I use the LRT or Bus no more than twice in a year and my ridership will not change in the future. NO FORM of public transit works with my job.

Ensure the station and pedestrian overpass do not encourage "loitering"

Too far. We are closer to heritage station. Not applicable to us.

I own a home in Kingsland; but am currently living away from Calgary. When living in Kingsland; I took LRT frequently and found the area between Heritage and Chinook to be a gap. Another LRT would be useful.

Pool and recreational facilities

More greenspace; trees

No; I drive

I don't take transit often

Fairview is already within easy walking distance of both Chinook Station and Heritage Station; this makes no sense to me and would cost tens of

millions of taxpayer dollars at a time when austerity is in order.

Needs to have a public space worth accessing like a major park. Need to improve Macleod Trail interface

If there were cool things to do around Midtown

Parking

Connect it to fairview some how

There are two stations close to our community - it is a waste of money to build another and we would have people parking in our neighbourhood when the lot fills.

This basically reads as a tower in the park scheme aka last-century planning. If you draw a line from the LRT station to the pedestrian bridge connection proposed in the north through the midblock - that should be an internal main street for the site. A public park should be included in the scheme that is lined with public roads - not internalized and wrapped with private buildings as if it is private amenity space. No surface parking. A bike trail should be developed along the LRT tracks that leads to downtown.

None.

Both existing LRT stations; Chinook and Heritage are readily accessible. Not certain another is needed.

We have 2 perfectly good LRT stations 3 km apart from each other that currently work for the area. Additional LRT will not improve the current system.

Pedestrian bridge from Fairview across tracks to nee midtown Area; definitely please!

LTR equals crime. It would be giving crime a direct route in and out of our community

**What are thoughts about the proposed development? Are there any other comments you would like to share with the project team?**

- Think big picture and long term; how will this look in 10; 20; 50 years down the road. Think how can this plan enhance all the nearby communities such as Fairview and Acadia. Make sure that this improves our Fairview neighbourhood. Ensure that if parks are created that it does not become a place where homeless people live. The current LRT station has always had many homeless people hanging about. Please make it a safe place. Do something for fairview; by tying in our neighbourhood. have the neighbourhood flow into this new development.
- I live in Fairview; and enjoy the lack of traffic that comes with this locale. High density condos would only create more very unwanted vehicles in the area. Calgary needs parks and greenspaces - NOT more high rises. There are enough vacancies.
- Dislike it intensely if you are seeking any public funds for this unneeded development.
- I'm looking for office space now and live the location but the current space and the general area is not attractive or conducive to my clients coming in.
- I feel supportive. It looks like it would support the surrounding residential areas in a great way.
- Sounds like a great improvement to the local area.
- I am supportive of the proposed development in the area. I see this as promoting the revitalization of the McLeod Trail corridor. In addition a pedestrian focused development with an increased density of mixed use residential will be supportive of bu...
- Concern about safety. There is a lot of criminal activity from the crowd around Chinook LRT and surrounding the Dream Centre on Macleod Trail. I would be concerned they would move into the newly proposed park/urban areas if so I would not go there.
- Amazing!
- As a resident of Fairview; I am super excited about this development; I hope it moves ahead with lots of connections over the existing railway to connect the Fairview neighbourhood to this development. We do not have great services; amenities or restaurants
- Love it. Would just like better pedestrian access to the development across the tracks.
- Pitter patter let's get at er. I think it would be great to have it built up.
- Exciting
- Looks good.
- I would be very excited if this were to happen. I would hope that the space would included many restaurants/bars and shops - this would be more of an amenity space for me.
- I live in the Fairview community and would be excited to see additional amenities; retail; restaurant/breweries located in walking distance with pedestrian and bike friendly access.
- Should look at a dedicated raised pedestrian/bicycle/electric scooter track connecting to the nearby deerfoot meadows commercial district which is too close to ignore. Electric scooters popularity will explode; has already; and that is an innovative transportation method.

- I am in full support; creating an area similar to east village with focus on medium/high density buildings and offices with amenities and outdoor hangout and playgrounds for children. Make sure family feel safe and secure to bring children and enjoy the area. provide alternative modes of transportation accesses such as bike connections; +15 to chinook mall; and walking/biking connection to fairview community. make sure space is available and affordable for local businesses and small businesses to enhance sense of community.
- Why is there interest in redeveloping this area at this time when there is so much vacant office space available downtown? The Alberta economy is flat (dead) and this development is not warranted at this time. Who is going to move in?
- I would move from this area and never return. How sad. Our business operates exceedingly well here. Wonderful parking; easy access; entry to our office from the front door which is so important. I oppose this development. A C-train? I would not want to be within 500 metres of easy access to a C-train and you are putting it on top of us. This project would cause us to lose business. Our clients look for easy access; the ability to not have to use elevators; privacy; free parking and a calm low density experience. It is why we are here.
- Great work on the design; excited to see this come to fruition; the pedestrian overpass to existing communities will do so much for the wider area. Great job to all involved in the project!
- We are concerned about the "fair view" - is there a ground- level drawing we could see from Kingsland; Haysboro or fairview's directions?
- You need to add something for dog owners. Fairview has a tiny offleash park and so does Kingsland but nothing that would support this volume of new people. If the new people walk over the proposed pedestrian over pass to the Fairview dog park; it will be absolutely over run with dogs.
- Great concept. Not sure this is feasible in current economic conditions
- Project looks ok but no new LRT station connected to Fairview. LRT Stations bring crime! No thanks!
- The current industrial/commercial developments cut off Fairview from the LRT and Macleod Trail (particularly as it pertains to pedestrian/ cycling access)
- This is great! It would turn an area that is in a great location but underused due to lack of connectivity into a hub where people want to visit and live. The Pedestrian connection from east of Macleod over the tracks in that area would open up so much business.
- Limitation to the height of the high rises.
- I absolutely love it. Revamp that area
- I think this developmental is a powerful idea; as long as it takes the needs of the surrounding communities into account. The corridor from Heritage to Chinook along McLeod is horrible if you are a pedestrian or a commuter and I believe that; if parking; traffic and safety concerns are taken into account; this proposal could benefit the surrounding communities; as long as the proposed construction does not become a figurative; and literal; wall along the west side of McLeod Trail. I can see positive results for all the communities involved if this is done right. I look forward to seeing and hearing more regarding this.
- I am okay with it so far



- This is going to cause strain on a community. London towers attempted this and failed.
- We've lived in Fairview for 30 years; will retire soon but would love to stay in the area as we age. Retirement residences would be of great interest to us. There are many in these Heritage communities that would be interested in this type of opportunity
- Would love pedestrian access to Fairview community
- Excellent. I hope this gets built soon
- I like it; I think the only problems will be vehicle and the strip of ugly malls between Macleod and the proposed development.
- "Inner" city shopping areas definitely need an upgrade/face lift.
- I love Fairview because it is the community that no one knows about. I very much want to see pedestrian traffic increased so that we can have a connection to the LRT. I do not want more automobile traffic coming through our community.
- It's already developed enough
- I am completely behind this project. Great place to redevelop to the 21st century
- I think this vision is fantastic and exactly what our city needs. First and foremost I would hope to see cooperation between the Midtown Station development; the Chinook Mall expansion/redevelopment; and future densification initiatives in the surrounding area in order to formulate a more cohesive 'Midtown' for our city.
- The pin drop for the corridor suggestion doesn't work. A bike lane going north/south along Fairmount Dr / Center Street would be very well used. It is already frequently used but it is very industrial and so is not very safe; but there is room to make bike lanes. This would also tie in to the overpass going to the midway station.
- Great idea!
- Seems like a pipe dream from the \$100 oil era
- I think it sounds great; this is an area that needs more residential properties and this area is under-utilized. We need to stop building the city out and start building up to beat urban sprawl.
- We originally purchased our home 28 years ago on the west side of Fairview Drive overlooking Flint Park. We paid a premium for this property (approx 8 to 10% more than the east side of Fairview Drive) so we could enjoy the relatively unobstructed view to the west. We, as well as many of our neighbors; have been undergoing extensive (and expensive) renovations in an effort to take further advantage of our view (larger windows; bigger decks etc). If this project were to move forward; all of these expenses will have been for nothing.
- Is this going to effect neighbouring community property tax?
- All for it!
- Access to Fairview via road & pedestrian pathway would be great.
- While I understand the concern for business owners in the area; the area does need to be revitalized; this plan shows great potential.
- Do it.
- No high rises. There is enough vacant buildings in Calgary as well as existing residential buildings - use the money to build recreational facilities and to help these owners improve the outside appeal of existing buildings.
- Calgary goes through ebbs and flows; it would be great to have flexible space that can transition from work/office to

residential or to shared workspace depending on the market

- Do not need more density in an area that is very crowded / congested at the best of times
- This is an interesting proposal that leverages proximity to Chinook Centre and the south LRT line. Please consider the following potential opportunities:
  - Create safe and comfortable walking/cycling links along the south side of Glenmore Trail from MacLeod Trail S eastwards across the LRT/CPR tracks along the site over to Fairmount Drive SE.
  - Create a safe and comfortable cycling link along 75 Avenue SW from the site to the Glenmore Reservoir pathways.
  - Create a safe and comfortable walking/cycling link beneath Glenmore Trail between the site and 1A Street SW (behind the Home Depot).
  - Improve conditions for walking and cycling along Fairmount Drive SE; Flint Road SE; and 78 Avenue S beneath MacLeod Trail S
- Many people are concerned with Crime resulting from the new train station. I somewhat agree with them; because the 39th avenue; Chinook; Heritage and Southland stations are all HOTBEDS for overdoses; homeless camps and petty crime. However all those stations are ghost towns after dark because there is nothing to attract anyone there. They are just a platform surrounded by an ocean of parking and businesses that close down at sunset. If the midtown station truly becomes integrated into the community and is a bustling hub surrounded by condos and businesses then perhaps that will deter illegal activity? However if it becomes yet another C train platform surrounded by an ocean of park and ride

spots it will inevitably become an attractant for crime. In fact; there should be very little to no parking at all at this station because it is supposed to be a TOD and if Fairview Residents want to use the station; it is a short walk for most of the community.

All these problems could also be offset by enhanced transit peace officer presence; checking c train riders for tickets; eliminating blind spots for people to hide and do drugs etc..

- I am concerned that Calgary cannot support such a large development from a structure point of view; i.e sewers; roads; electrical without the city (tax payers ) having to foot the bill to modify those. Also from an environmental point of view; we already have depleted water systems; large scale developments (inside the city and on the fringes) are putting great amounts of stress on our water system.
- This is awesome; that area is so run down and congested right night.
- Keeping the pedestrian overpass into Fairview in this plan is extremely important
- Love it!!
- With increased use of transit I worry about the issue with increased homeless people around that area. It is already becoming bad enough with walking in traffic and stopping traffic as well as the increase drug use in the area.
- Would be awesome!
- Too tall. Do not exceed 5 stories.
- I like it. I think the area could be used for so much more than it is. But not at the expense of having more crime in our neighborhood. I would need to see serious attention to keeping crime down before supporting the project.
- Love the idea of bringing vibrancy to this area. Having a live theatre or music

venue; walkable retail w coffee shops and good restaurants would be a welcome addition.

- Concerned about high density congestion; traffic; noise; parking issues and increased crime in our neighborhood
- Would love to see something like this - a modern kensington type area for the SE. with some day and night life - would likely spur development on underutilized lands on the other side of the LRT line as well.