



**LOC2019-0082 / CPC2024-0288**

**Road Closure, Policy and Land Use Amendment**

May 7, 2024

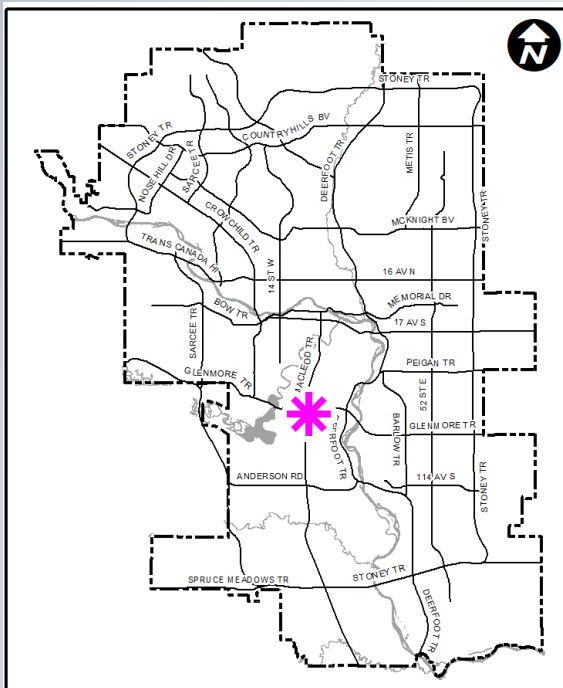


# Calgary Planning Commission's Recommendations:

That Council:

1. Give first reading to the **Proposed Bylaw 34P2024** to amend the Municipal Development Plan and Calgary Transportation Plan;
2. Withhold second and third readings of the proposed bylaw until amendments to the Municipal Development Plan and Calgary Transportation Plan have been approved by the Calgary Metropolitan Region Board;
3. Give first reading to the **Proposed Bylaw 35P2024** to amend the Heritage Communities Local Area Plan;
4. Withhold second and third readings of the proposed bylaw until amendments to the Heritage Communities Local Area Plan have been approved by the Calgary Metropolitan Region Board;
5. Give first reading to the **Proposed Closure Bylaws 4C2024 and 5C2024** of Fisher Road SE with 0.88 hectares  $\pm$  (2.17 acres  $\pm$ ) of road (Plan 2410555), and closure of 73 Avenue SE with 0.18 hectares  $\pm$  (0.44 acres  $\pm$ ) of road (Plan 2410556) with conditions;
6. Withhold second and third readings of the proposed closure until amendments to the Municipal Development Plan, Calgary Transportation Plan, and Heritage Communities Local Area Plan have been approved by the Calgary Metropolitan Region Board;
7. Give first reading to the **Proposed Bylaw 155D2024** for redesignation of 14.02 hectares  $\pm$  (34.65 acres  $\pm$ ) located at 7330 Macleod Trail SE, 6712, 6940, 7012, 7110, 7130, 7132, and 7220 Fisher Street SE, 130 – 71 Avenue SE, 7203 Flint Place SE and the closed roads (Plan 5607GG, Block 4, Lots 7 to 10; Plan 1435LK, Lot 1; Plan 6894JK, Block 2, Lot 1; Plan 9211008, Block 6, Lot 3A; Plan 6894JK, Block 2; Lot 1; Plan 6894JK, Block 3, Lots 2 to 4; Plan 6647JK, Block 3, Lot 1; Plan 4149JK, Block 17, Lot 8; Plan 2410555; Plan 2410556) from Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District, Industrial – General (I-G) District and Undesignated Road Right-of Way to Special Purpose – School, Park and Community Reserve (S-SPR) District and Direct Control (DC) District to accommodate mixed use developments; and
8. Withhold second and third readings of the proposed bylaw until amendments to the Municipal Development Plan, Calgary Transportation Plan, and Heritage Communities Local Area Plan have been approved by the Calgary Metropolitan Region Board.





## LEGEND

600m buffer from LRT station

## LRT Stations

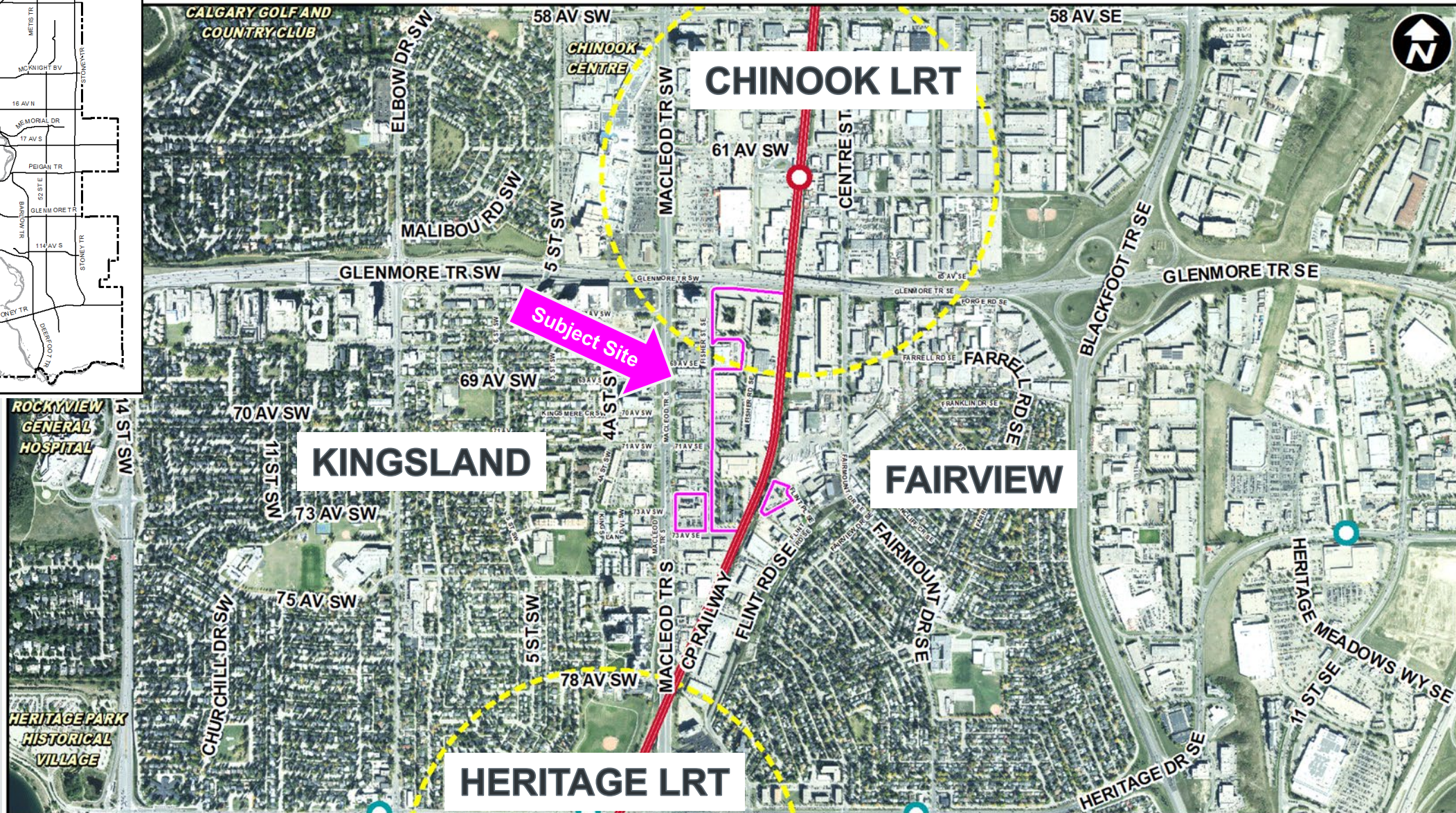
- Blue
- Downtown
- Red
- Green (Future)

## LRT Line

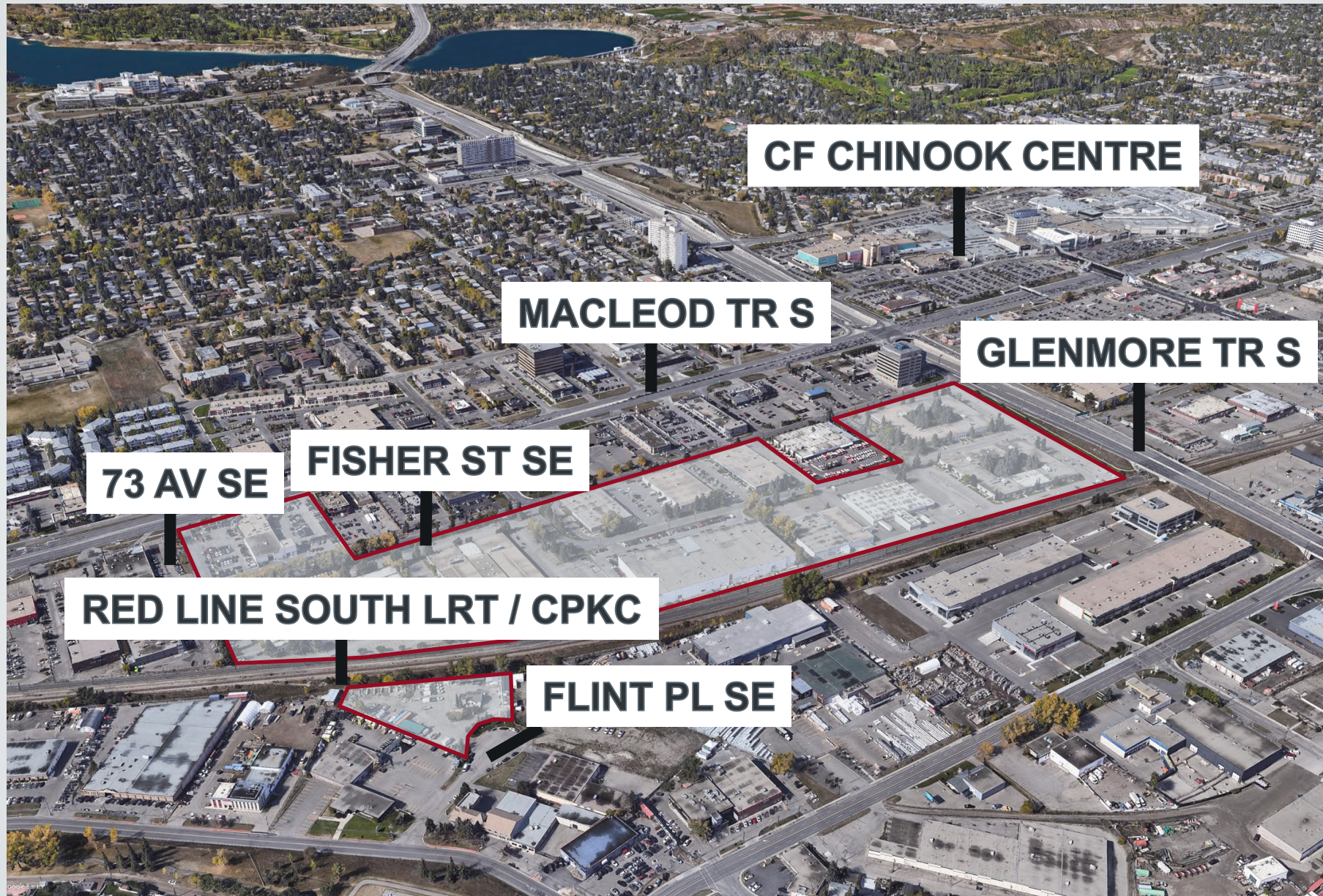
- Blue
- Blue/Red
- Red

## Max BRT Stops

- Orange
- Purple
- Teal
- Yellow







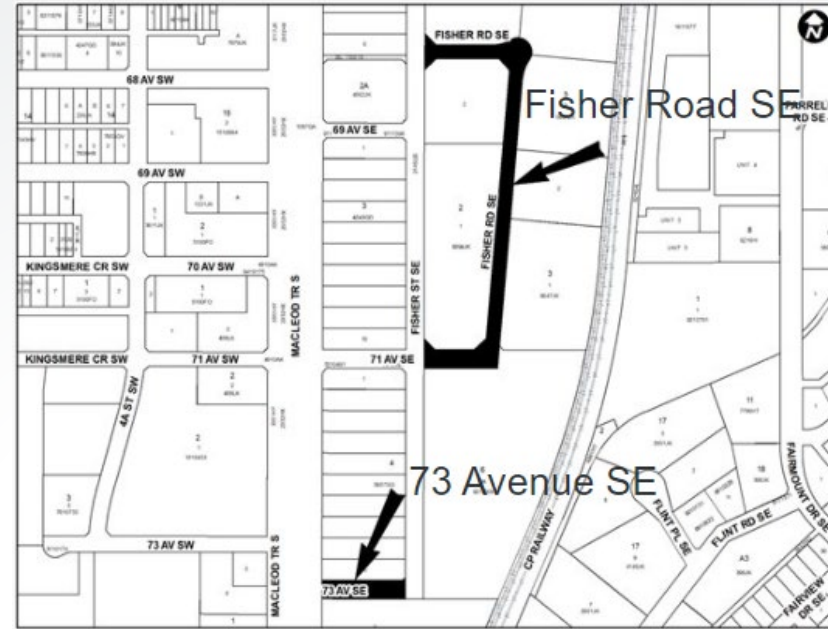
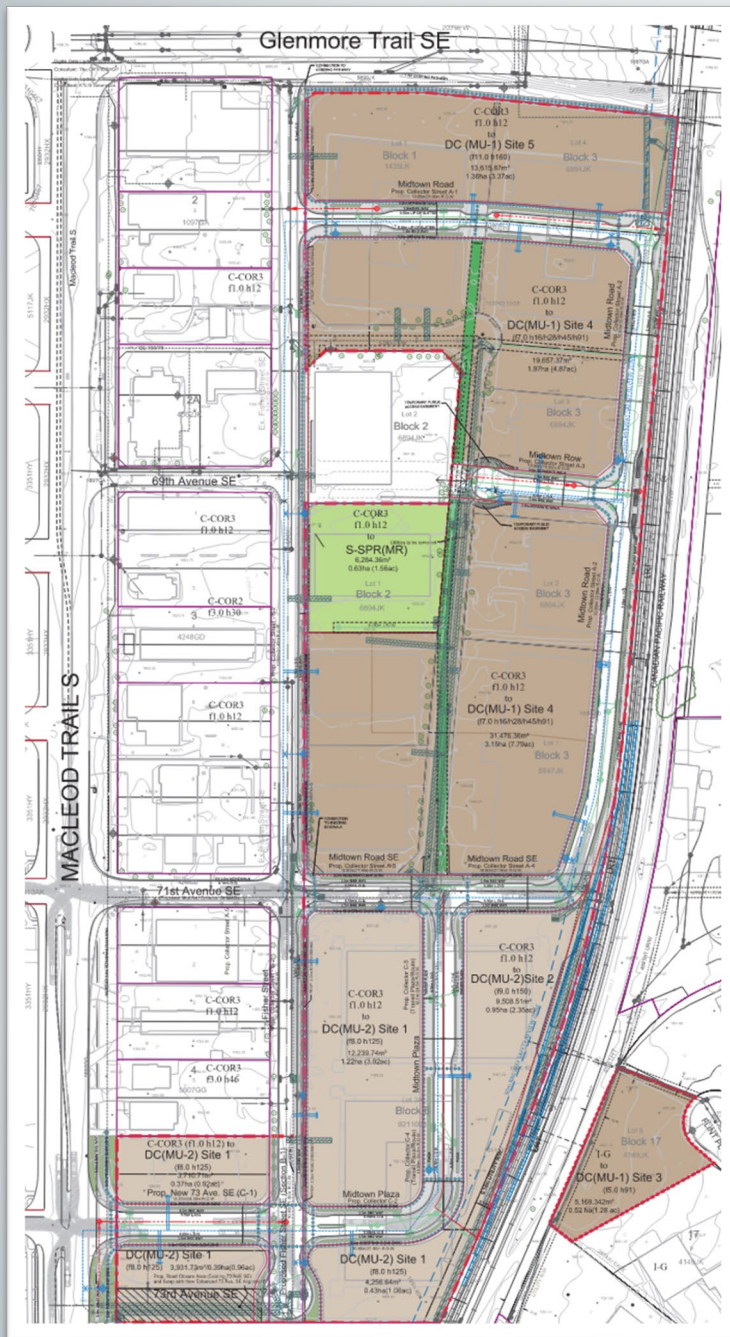






# Approved Outline Plan & Proposed Road Closures

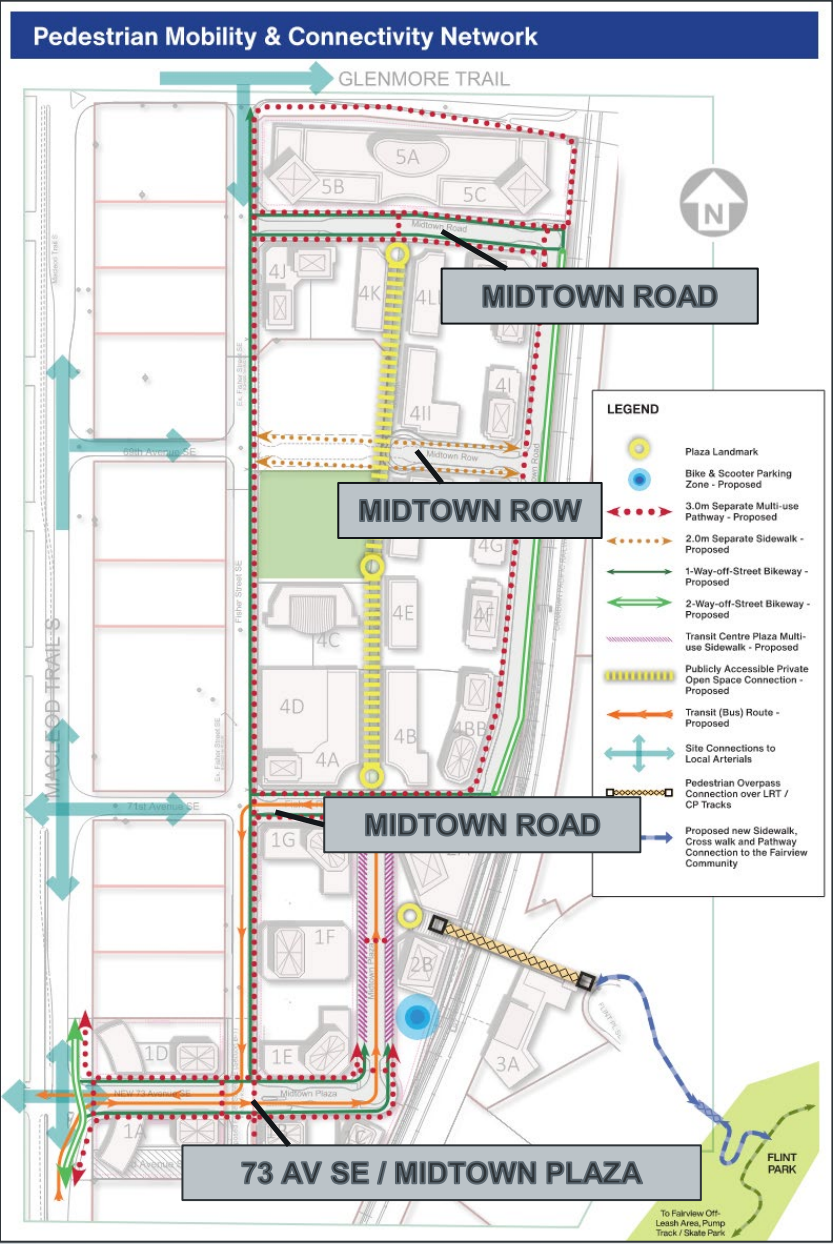
6



## Proposed intensity (with LRT Station & Affordable Housing Units):

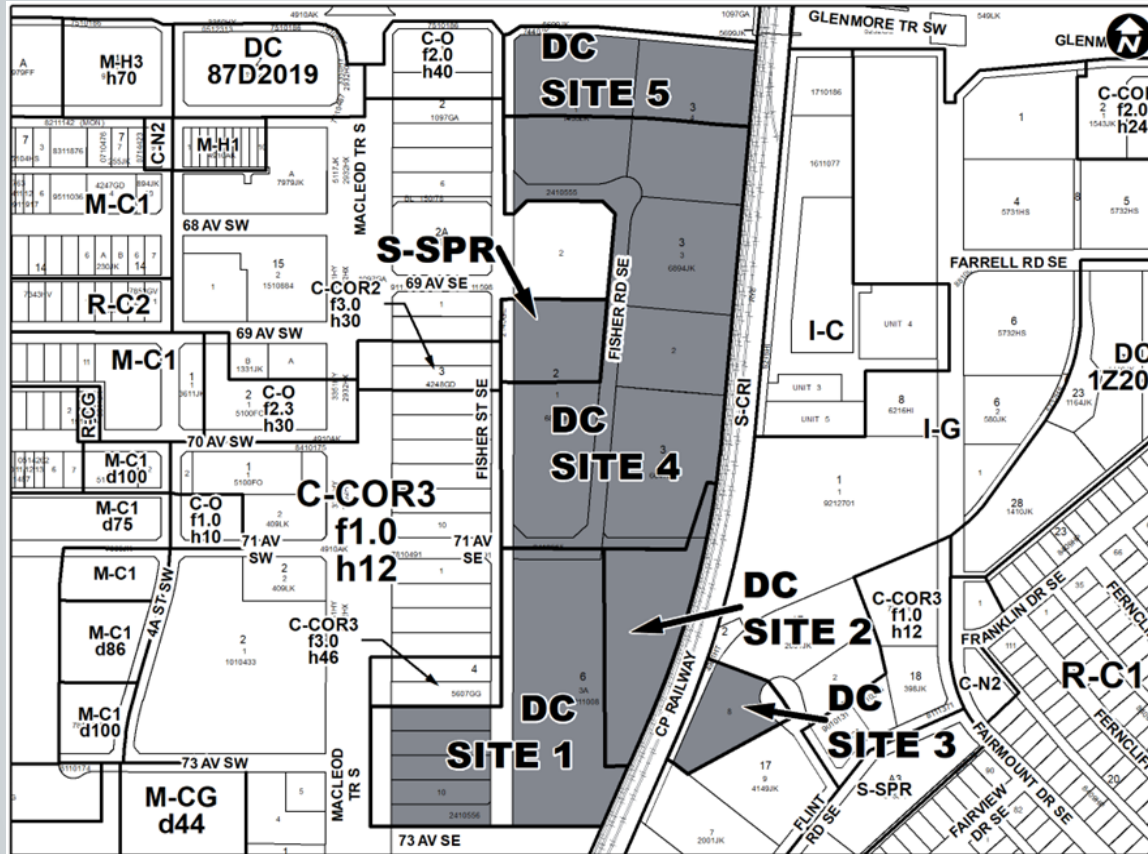
- $\pm 7,045$  residential units and 2,810 jobs
- $\pm 976$  people & jobs per hectare
- Exceeds MDP target of 200 people & jobs per hectare (+776)





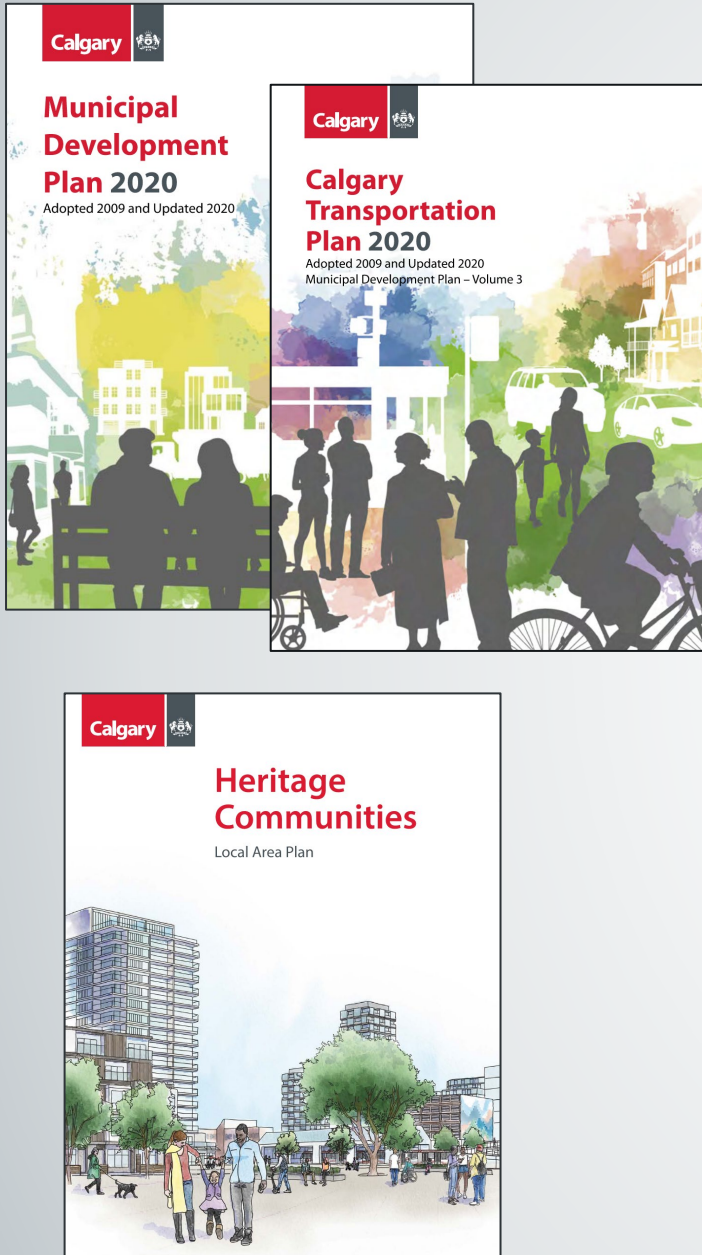


## Proposed Land Use Districts:



- Direct Control (DC) Sites:
  - DC Site 1 – MU-2f8.0h125 (± 35 storeys)
  - DC Site 2 – MU-2f9.0h150 (± 42 storeys)
  - DC Site 3 – MU-1f5.0h91 (± 26 storeys)
  - DC Site 4 – MU-1f7.0h91 (± 26 storeys)
  - DC Site 5 – MU-1f11.0h160 (± 45 storeys)
- DC based on Mixed Use – General (MU-1) District and Mixed Use – Active Frontage (MU-2) District
- Prior to provisions to LRT station and affordable housing units, the Maximum Floor Area Ratio (FAR) is 2.0 and Building Height is 20 metres (± 6 storeys)
- Special Purpose – School, Park, and Community Reserve (S-SPR) District





## Proposed Amendments:

### Municipal Development Plan & Calgary Transportation Plan

- Map Amendments:
  - From 'Standard Industrial' to 'Community Activity Centre'

### Heritage Communities Local Area Plan:

- Map Amendments:
  - Identify 'Midtown' as 'Community Activity Centre'
  - Amend Urban Form to 'Neighbourhood Commercial' & 'Neighbourhood Flex'
  - Provide appropriate Building Scales
- Policy Amendments:
  - Provide additional policy guidance and planning direction for 'Midtown'





- **Strategic Growth Risks** (Remains)
  - Competing interests with existing serviced sites
  - Potential impacts on growth absorption from other areas
- **LRT Station Risks** (Mitigated)
  - Local Area Plan
    - Enable Mixed-Use Development with Building Scale – ‘Low’ (up to six storeys)
    - Building Scale allows ‘High’ & ‘Highest’ if an LRT Station and affordable housing units are provided
  - Direct Control District
    - DC District allows higher density if an LRT Station and affordable housing units are provided
  - Outline Plan Conditions
    - Special Development Agreements (SDA) required



# Calgary Planning Commission's Recommendations:

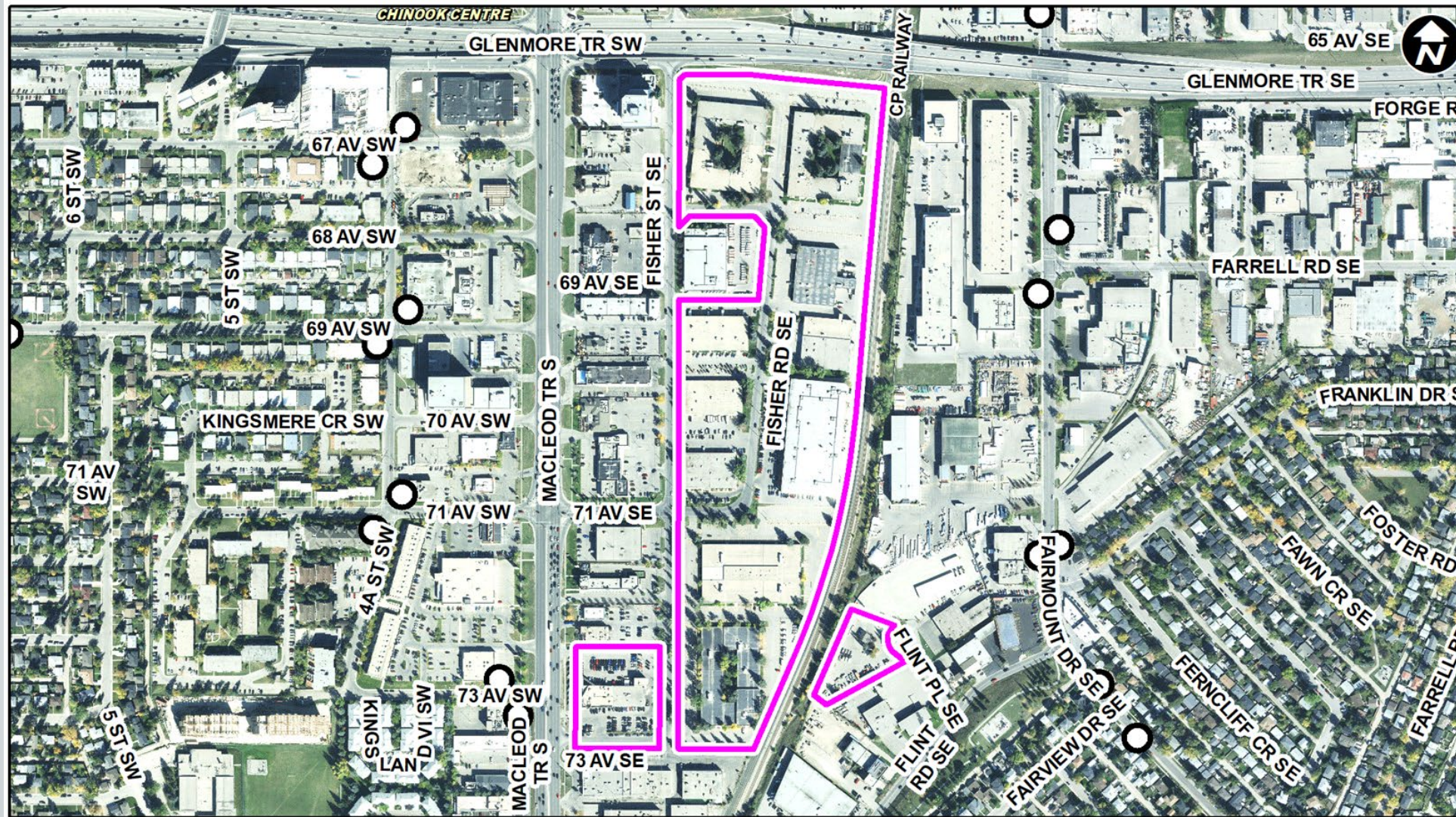
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## Supplementary Slides





## LEGEND

600m buffer from LRT station

## LRT Stations

Blue  
Downtown  
Red  
Green (Future)

## LRT Line

Blue  
Blue/Red  
Red

## Max BRT Stops

Orange  
Purple  
Teal  
Yellow

Bus Stop

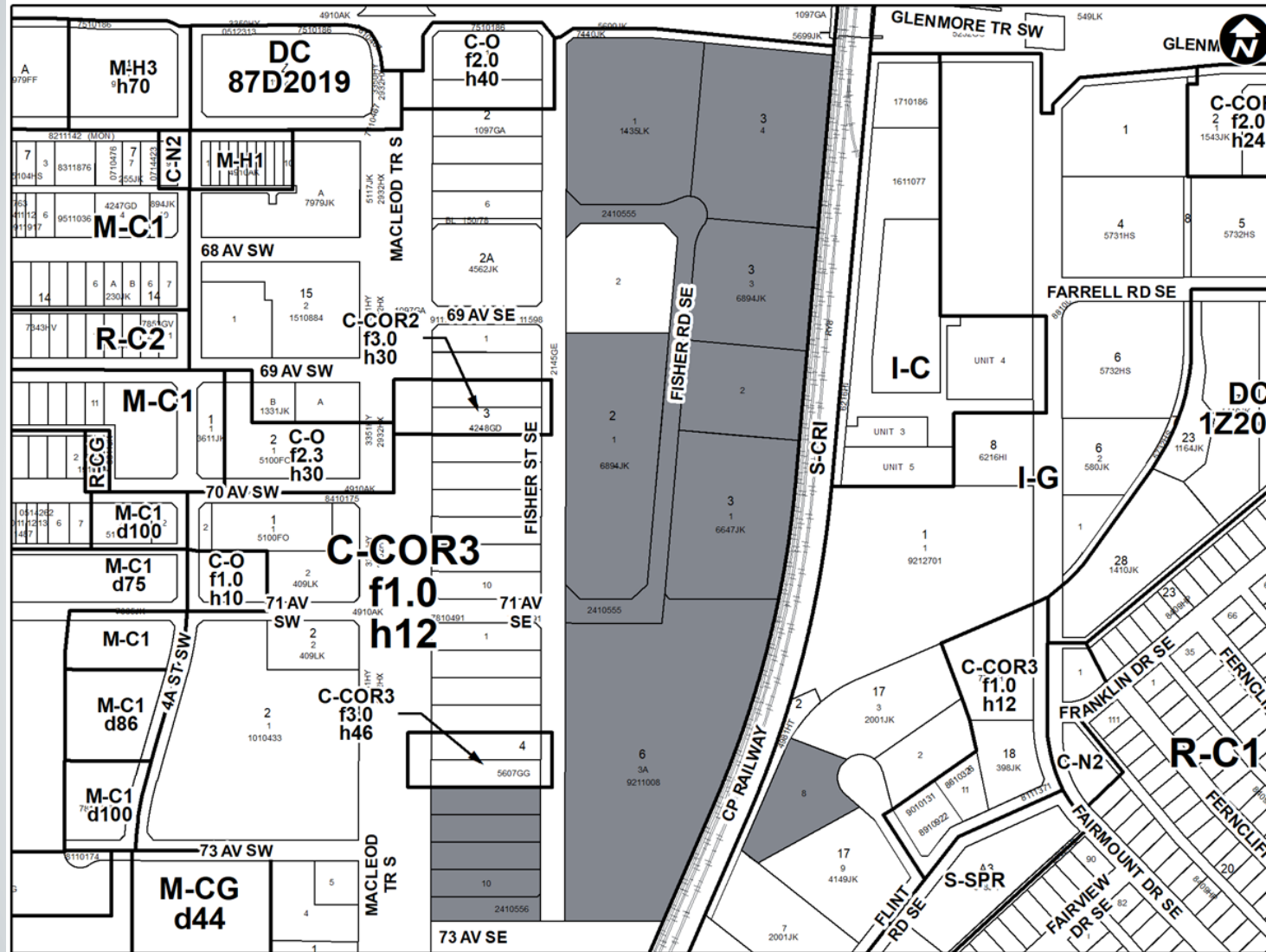
Parcel Size:

14.02 ha



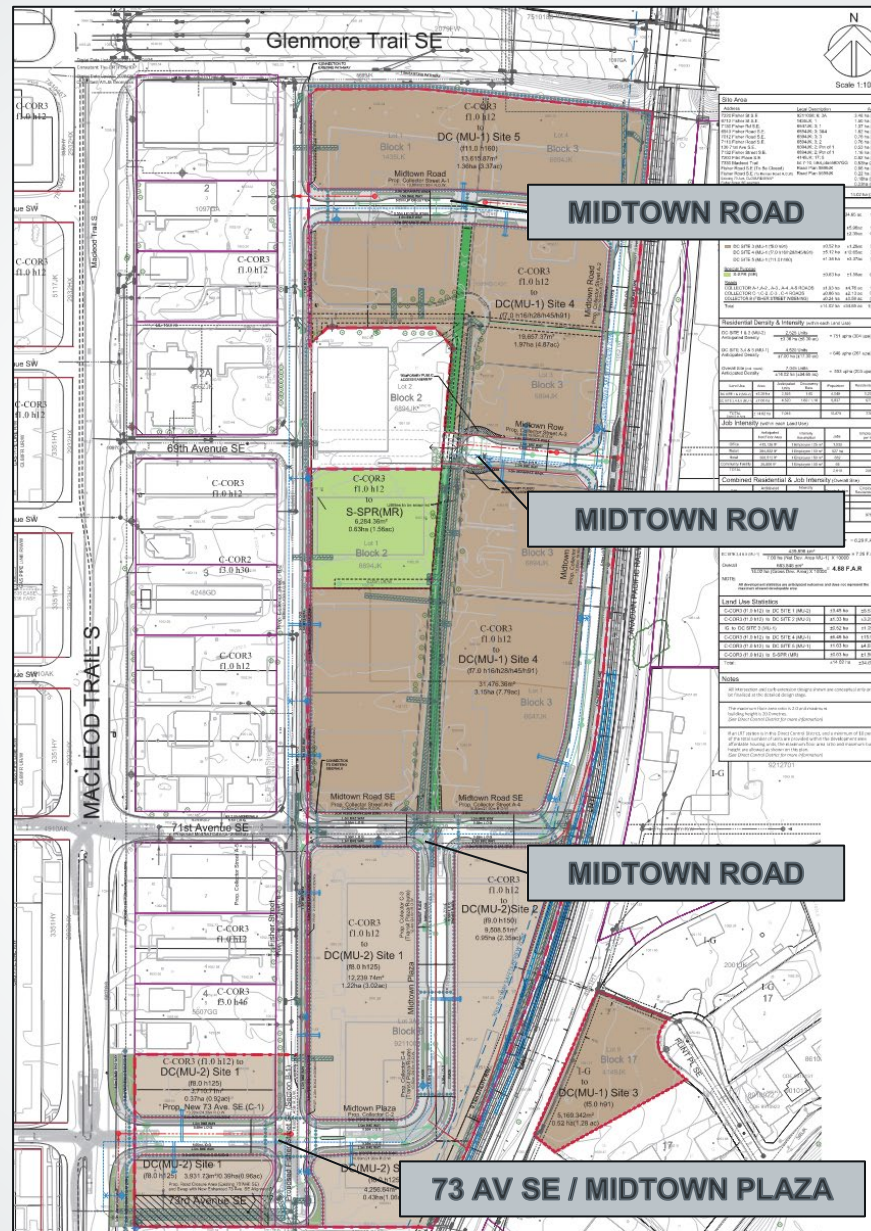




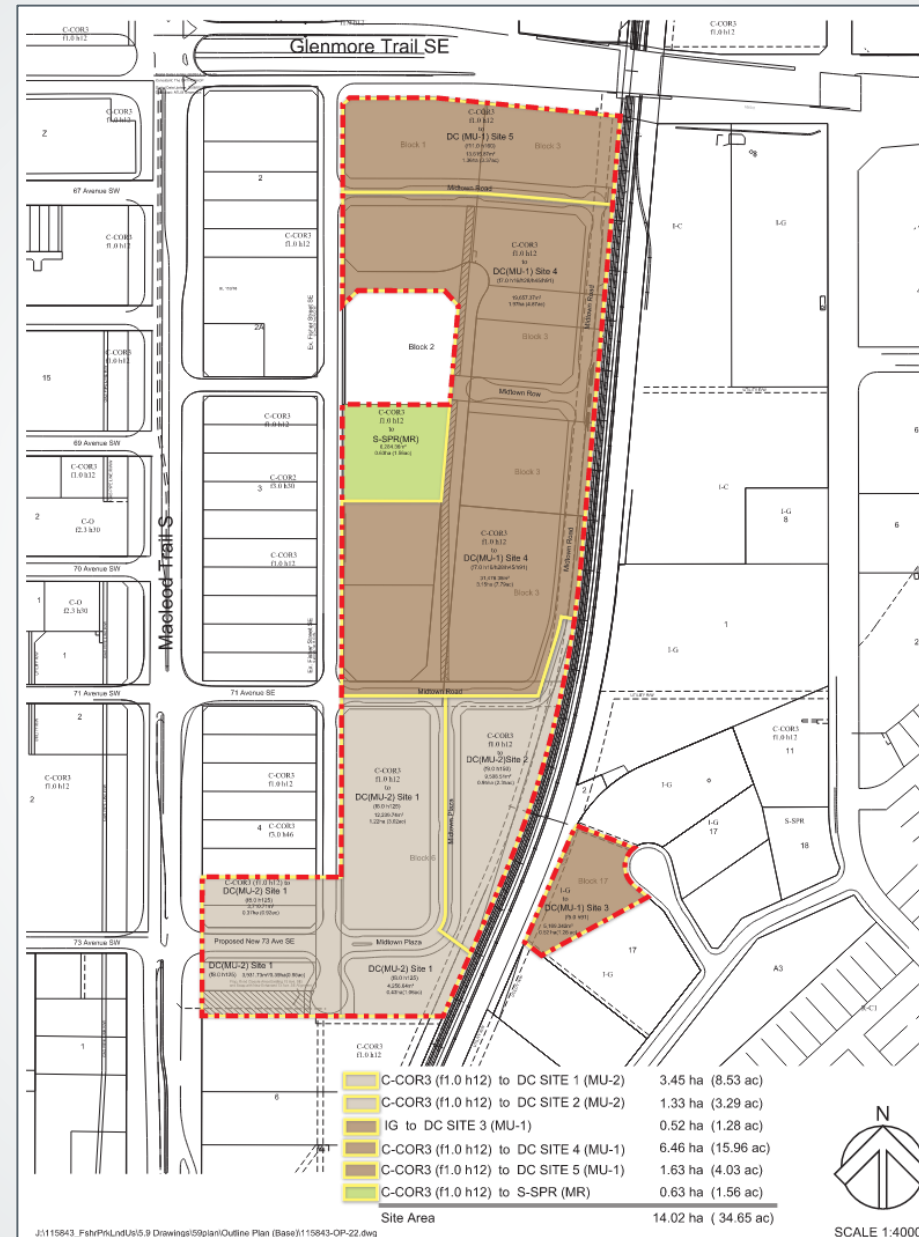


- Commercial – Corridor 3 (C-COR3 f1.0h12) District
- Industrial – General (I-G) District

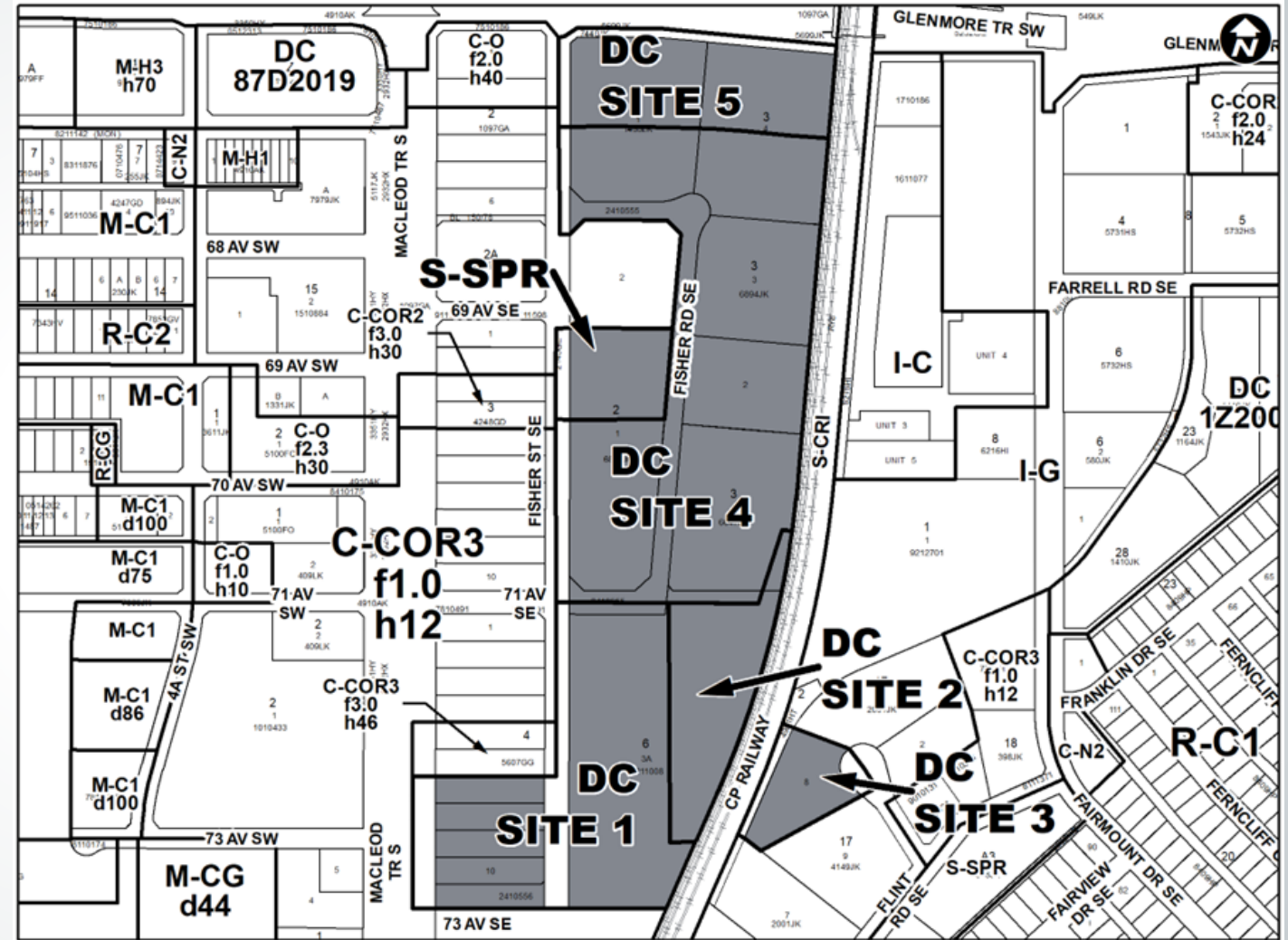
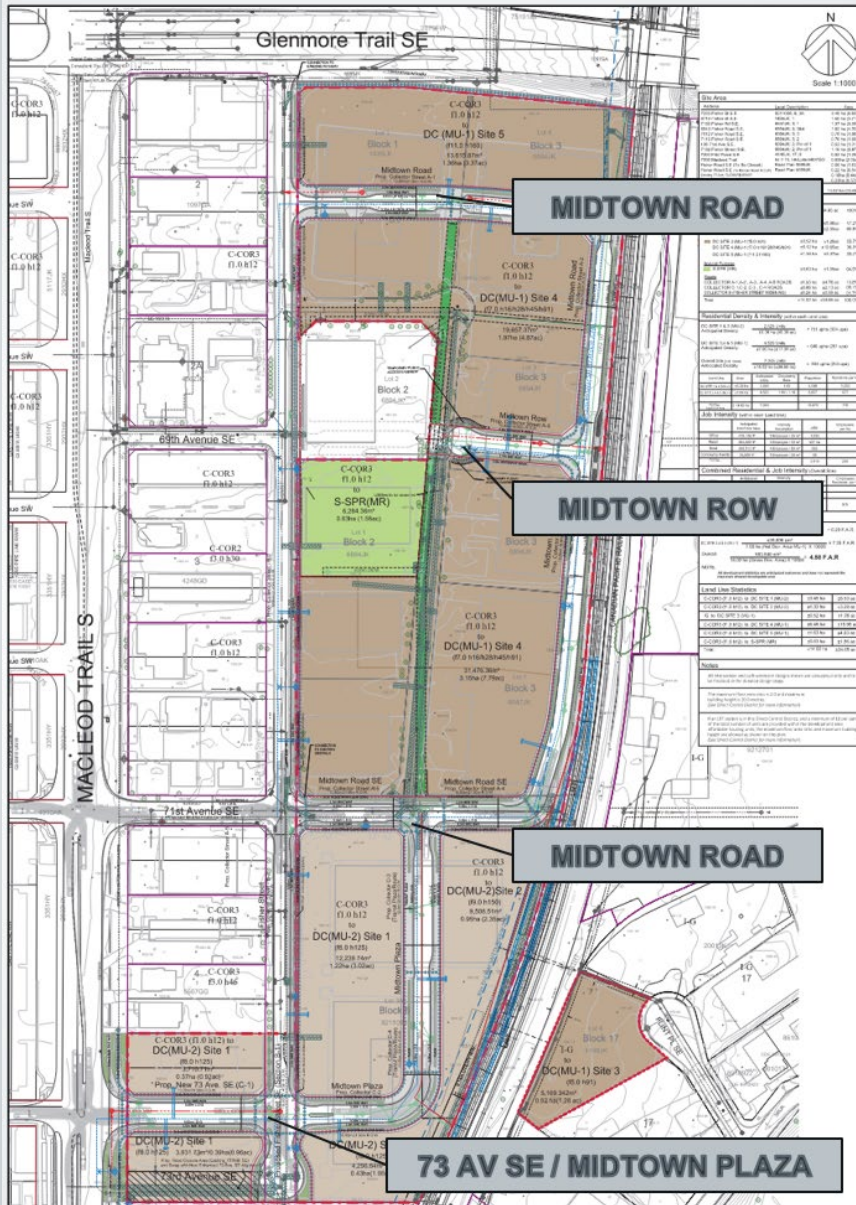




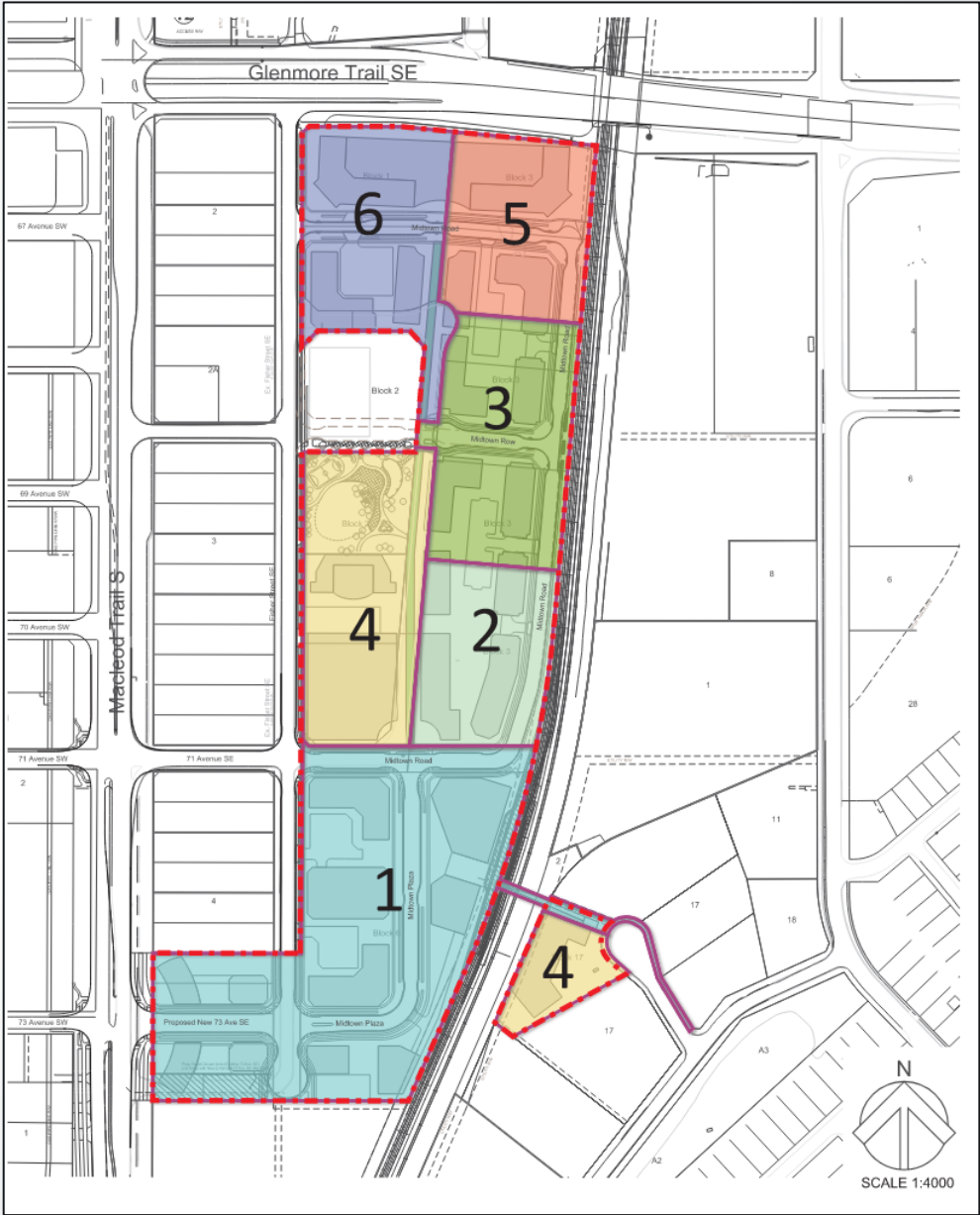
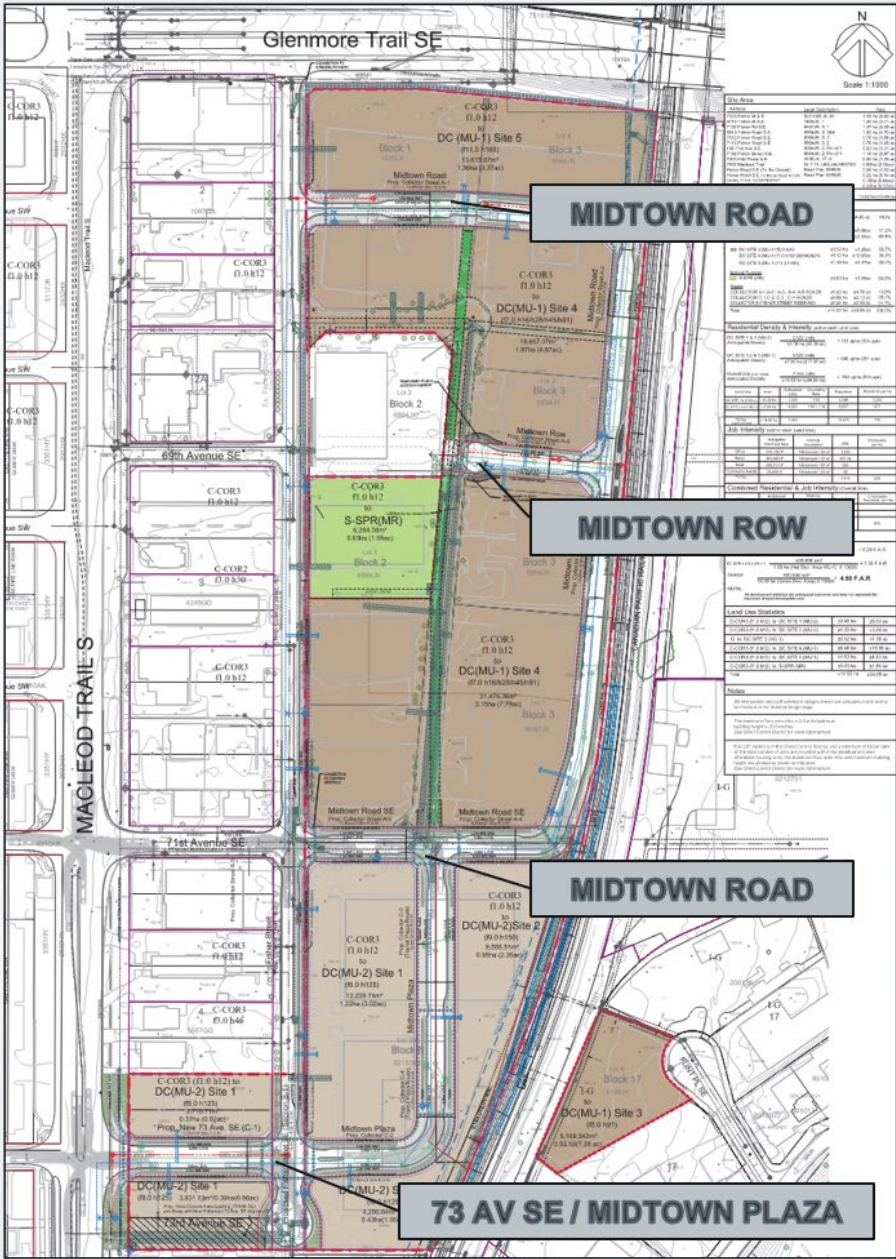








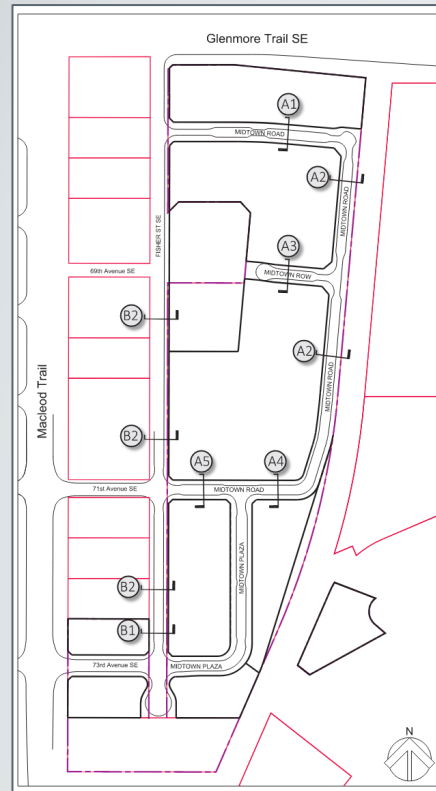




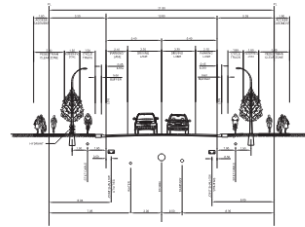




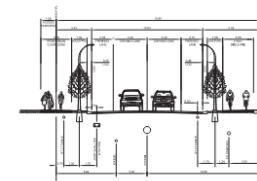




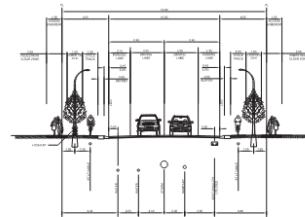
**Cross Section A-1: New Midtown Rd. East-West Segment**  
(Without Transit)  
Scale 1:150m



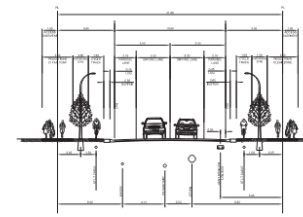
**Cross Section A-2: New Midtown Rd. North-South Segment**  
Scale 1:150m



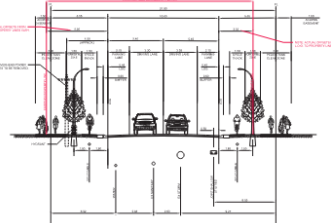
**Cross Section A-3: New Midtown Row Segment**  
Scale 1:150m



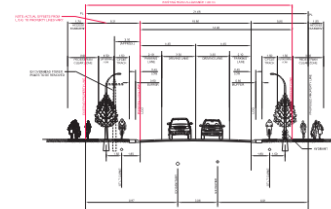
**Cross Section A-4: New Midtown Rd. East-West Segment**  
Scale 1:150m



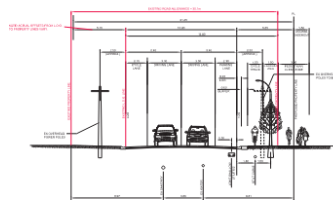
**Cross Section A-5: New Midtown Rd. (formerly Fisher Rd.) Transitional Segment (With Transit)**  
Scale 1:150m



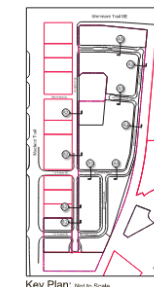
**Section B-1: Fisher Street SE (Ultimate Entire Length)**  
Scale 1:150m



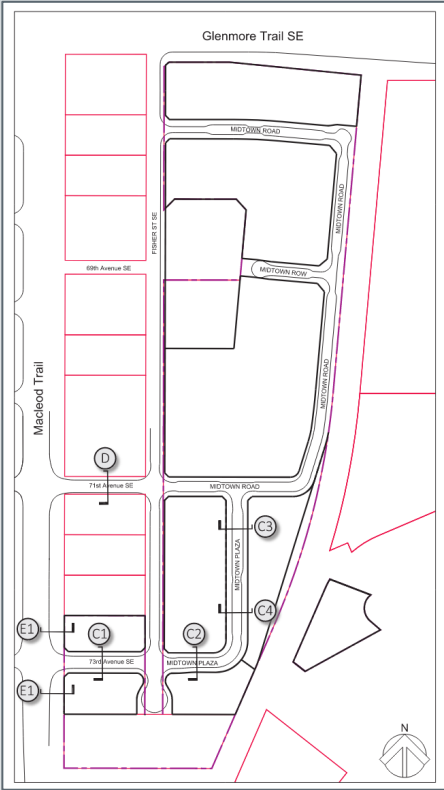
**Section B-2: Fisher Street SE (Interim - North of Lot 7, Blk 4, Plan 5607GG)**  
Scale 1:150m



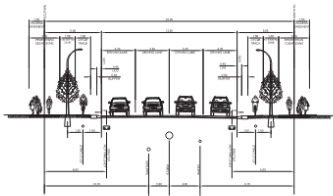
**Notes:**  
The location of the existing utility alignments have been measured from the City of Calgary's utility section plans. The exact location will need to be confirmed in the field.  
The 1.5m access easement is intended to accommodate water public sidewalk/pedestrian at grade. The access easement would allow the development to encroach above grade higher than 4.5m (or a height to be determined in concert with the City) as well as accommodate development below grade development to the property line, provided the integrity of the public sidewalk at grade is maintained or protected.



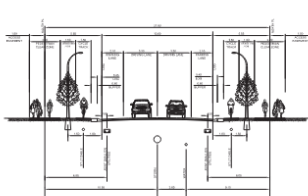




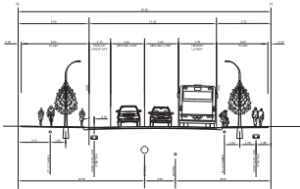
**Cross Section C-1: 73 Ave. SE Cross Section-West of Fisher Street SE**  
Scale 1:150m



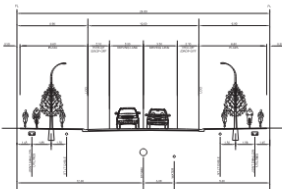
**Cross Section C-2: 73 Ave. SE Cross Section-East of Fisher Street SE**  
Scale 1:150m



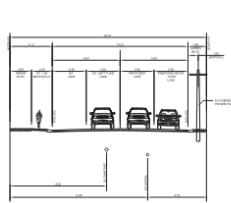
**Cross Section C-3: Midtown Plaza (Bus Layby)**  
Scale 1:150m



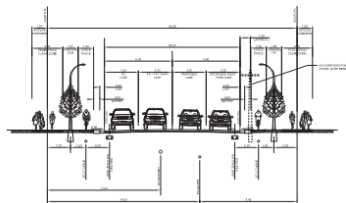
**Cross Section C-4: Midtown Plaza (Passenger Layby)**  
Scale 1:150m



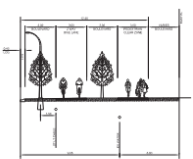
**Cross Section D-1: Proposed 71 Ave. SE**  
(Interim - Proposed Modified Collector Street D)  
Scale 1:150m



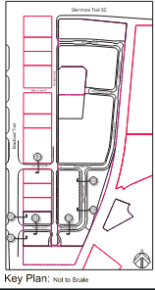
**Cross Section D-2: Proposed 71 Ave. SE**  
(Ultimate - Proposed Modified Collector Street D)  
Scale 1:150m



**Cross Section E-1: Macleod Trail East Boulevard Segment**  
Scale 1:150m

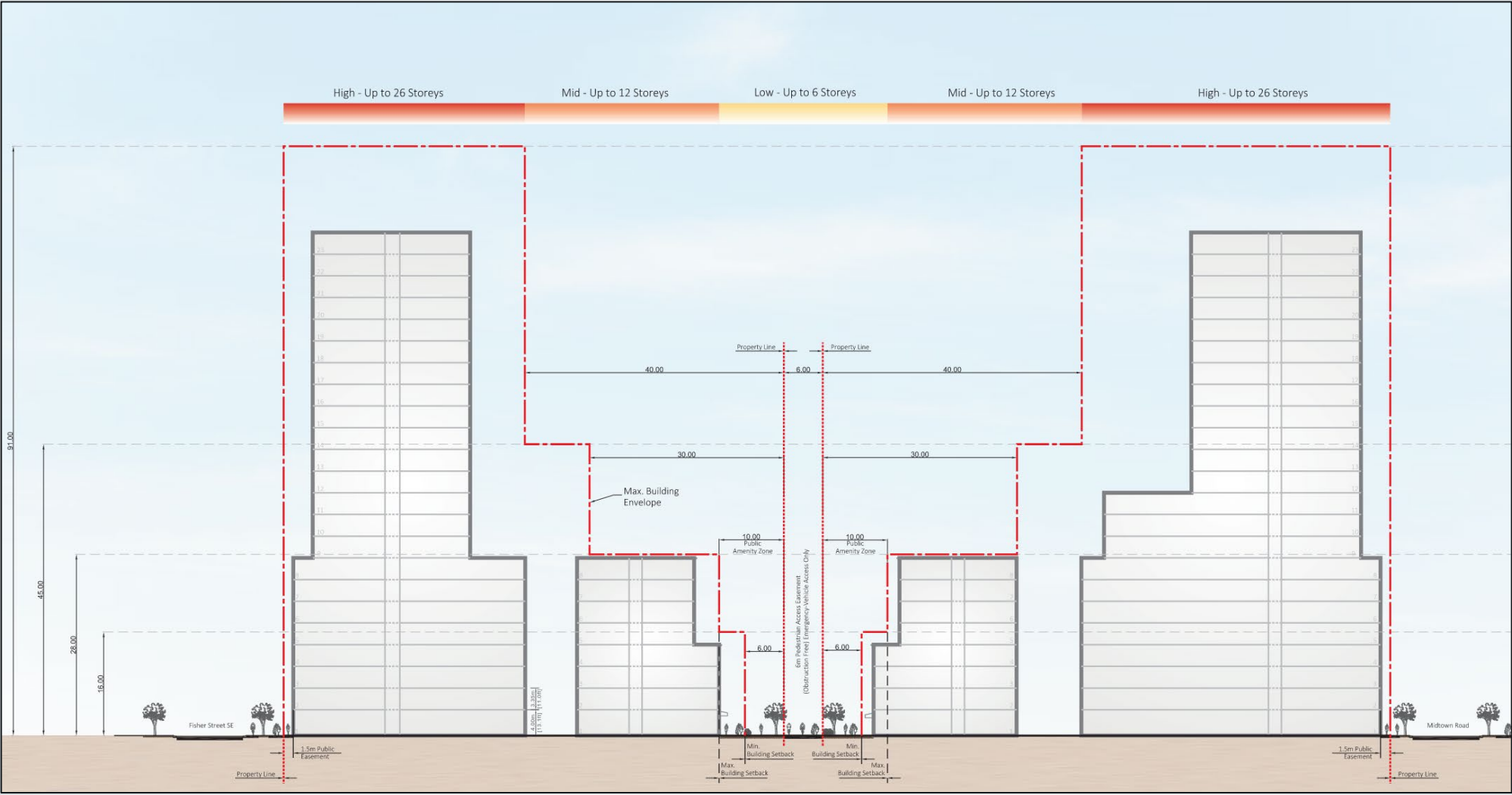


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Key Plan: Not to Scale





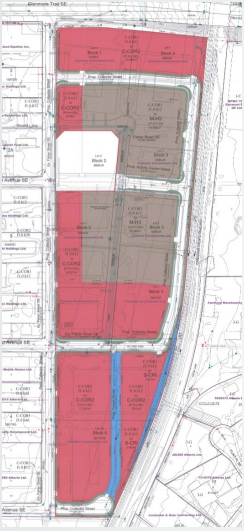


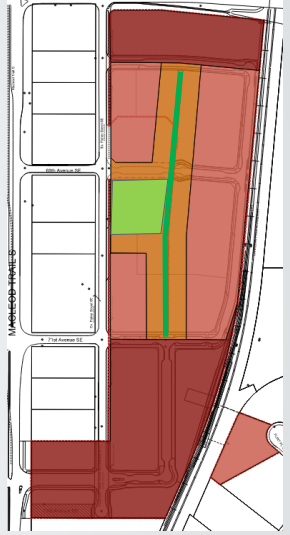






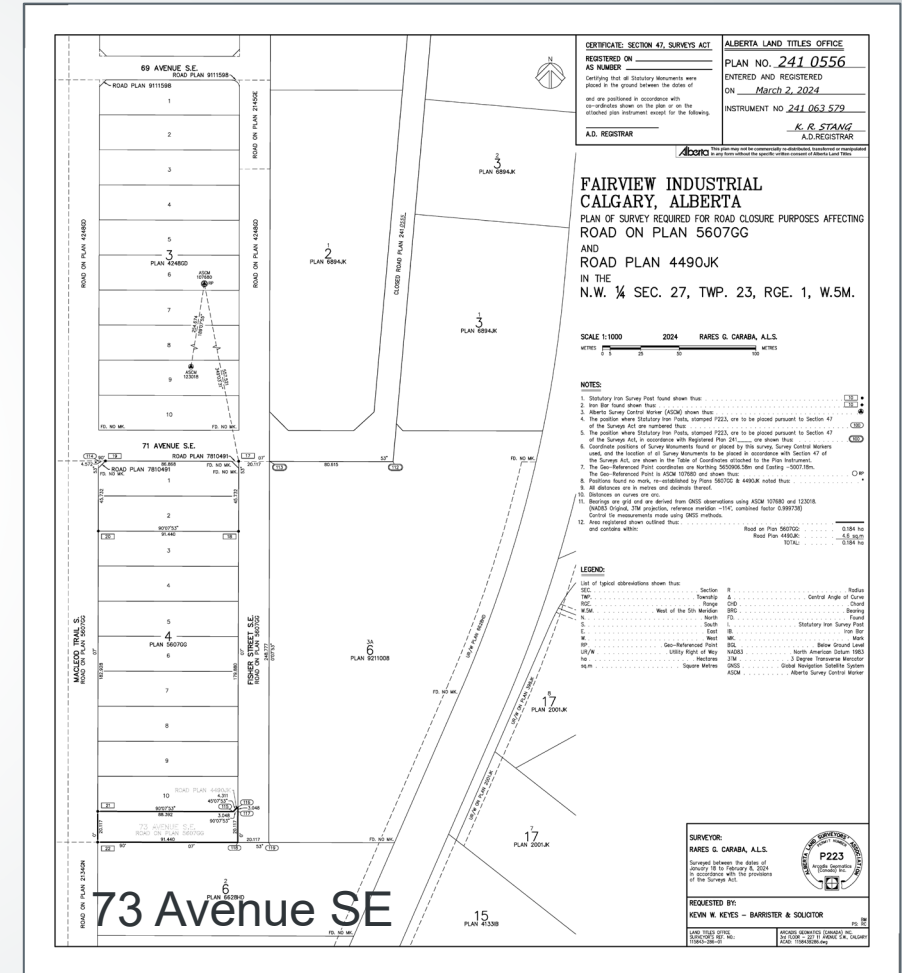
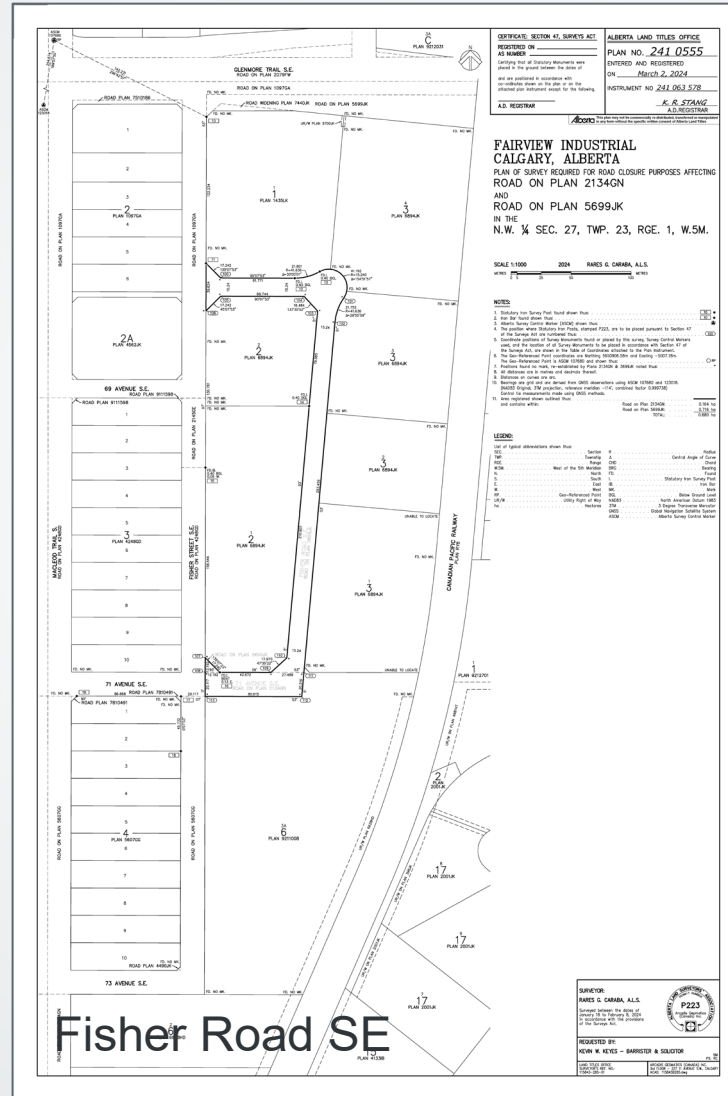
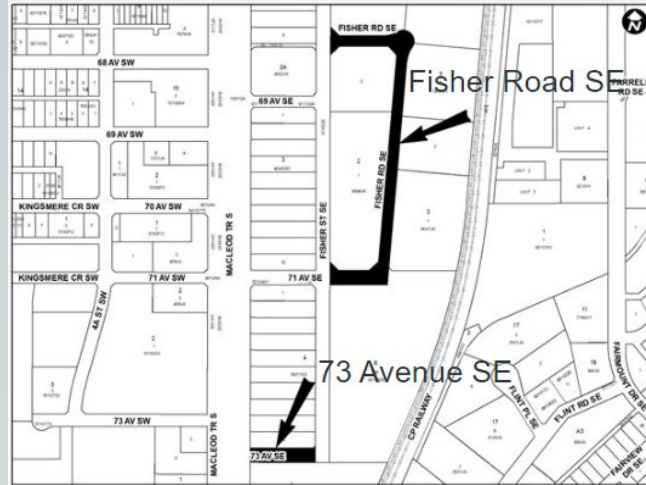




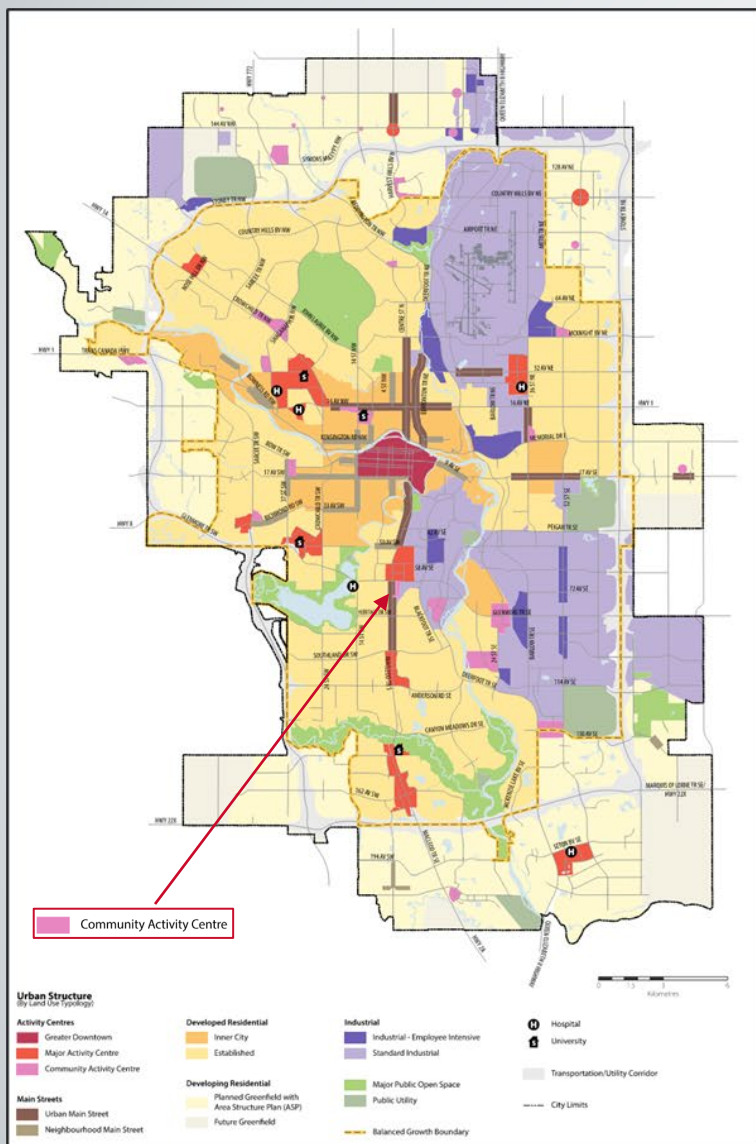
	Original (2019)	DTR1/DTR2 (2020)	IPC Agreement (2022)	Post Charrette (2022)
Concept				
FAR	7.5 blanket	7.5 blanket	7.8 (Avg.)	7.05* (Avg.) *Max 2.0 before LRT
Height	150 m	150 m	90 m to 150 m	26 m to 160 m
Land Use	C-COR2, MU-1	C-COR2, MU-1, S-SPR	TBD	DC (MU-2, MU-1, S-SPR)
Vision	<ul style="list-style-type: none"> <li>No coherent sense of place.</li> </ul>	<ul style="list-style-type: none"> <li>No coherent sense of place.</li> <li>Central MR space</li> <li>Connection over railway</li> </ul>	<ul style="list-style-type: none"> <li>No coherent sense of place.</li> <li>Central MR space</li> <li>Connection over railway</li> <li>Realignment of 73 Ave SE</li> </ul>	<ul style="list-style-type: none"> <li>Central urban pedestrian spine</li> <li>Central MR space</li> <li>Connection over railway</li> <li>Realignment of 73 Ave SE</li> </ul>



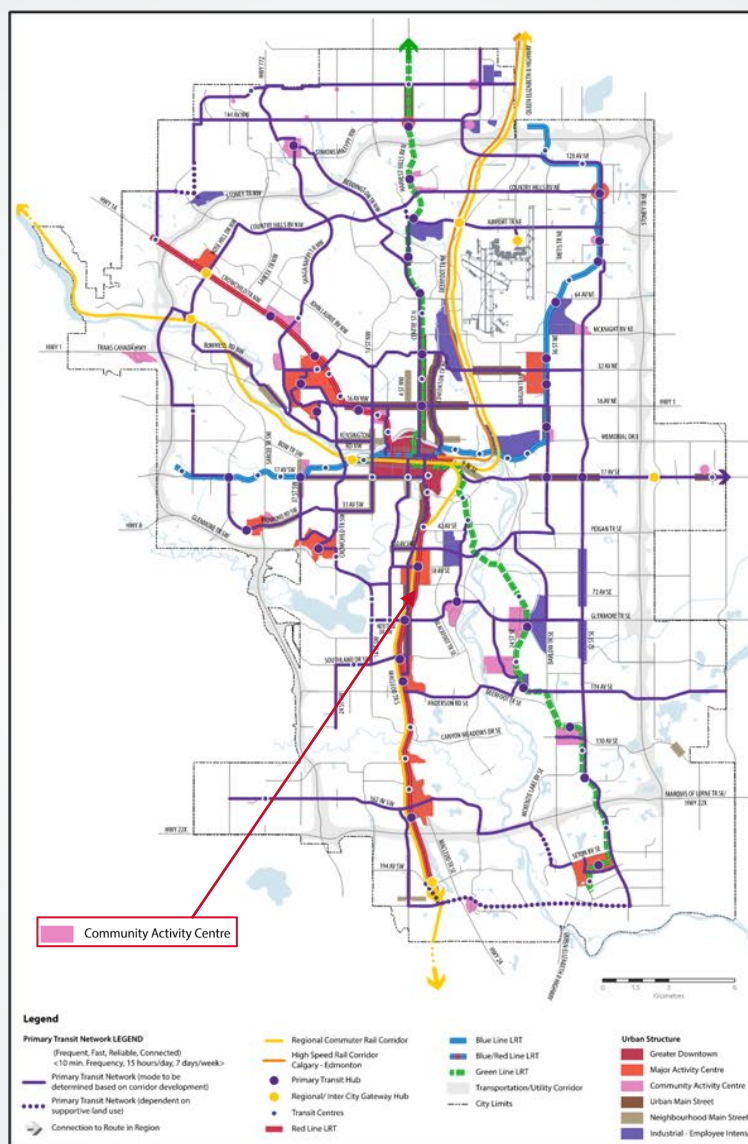
## Proposed Road Closures 27



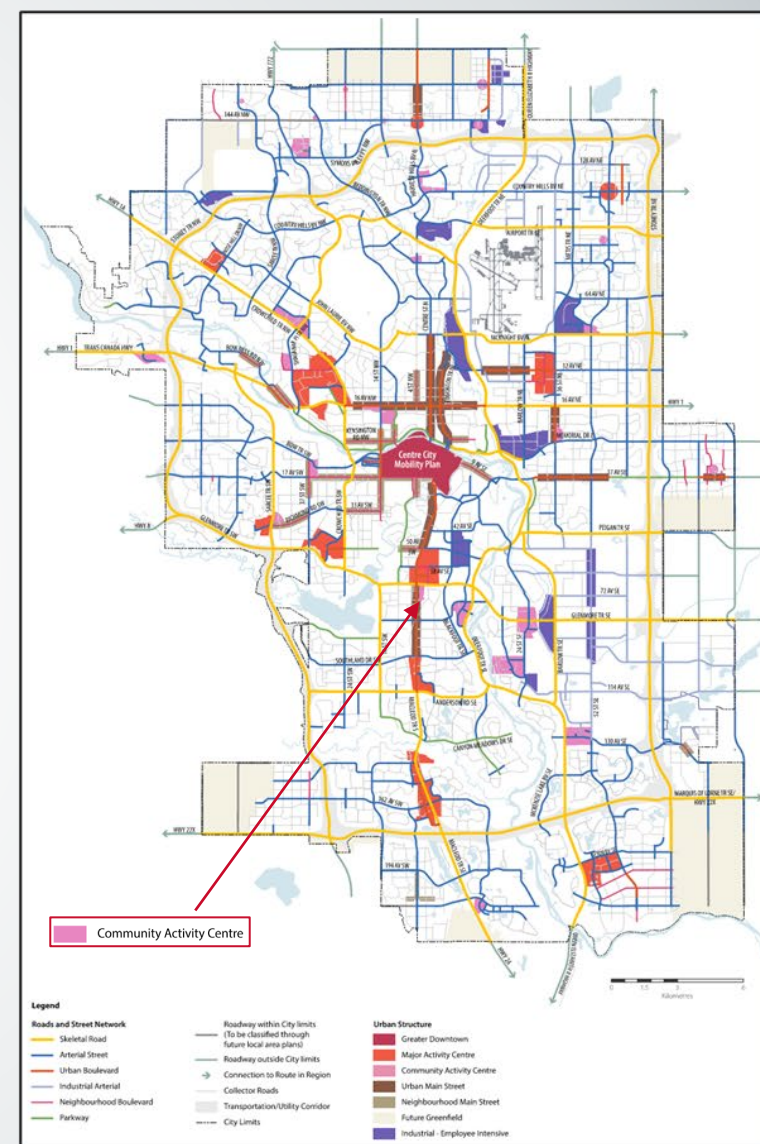




Map 1: Urban Structure

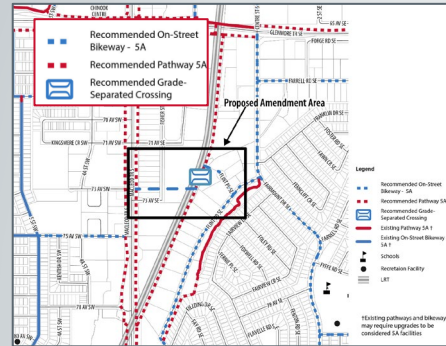


Map 2: Primary Transit Network

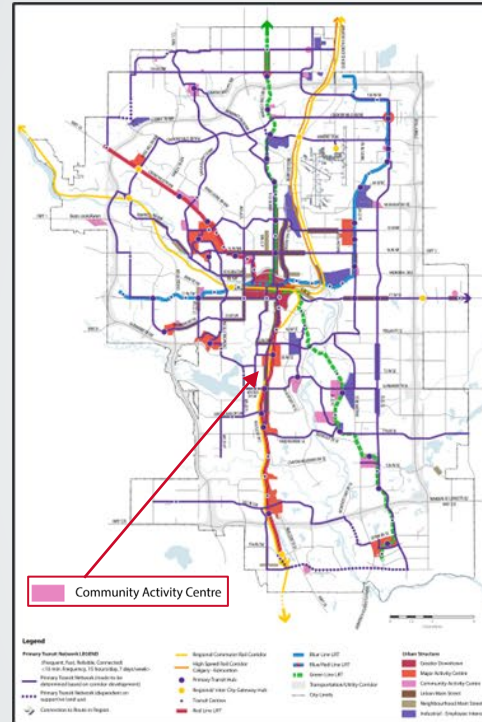


Map 3: Road and Street Network

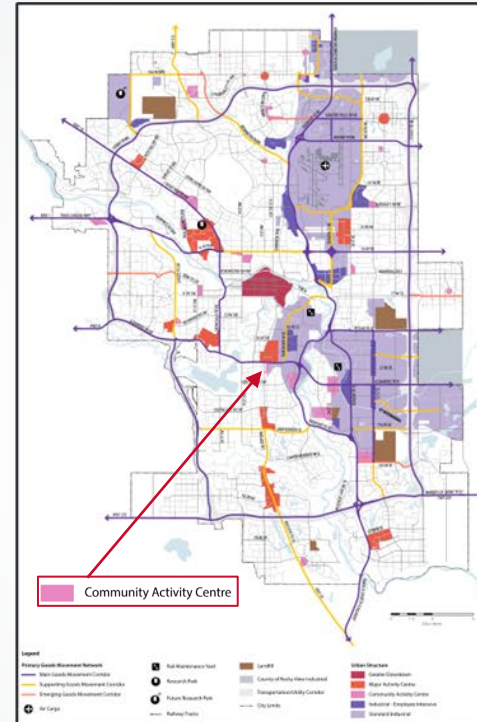




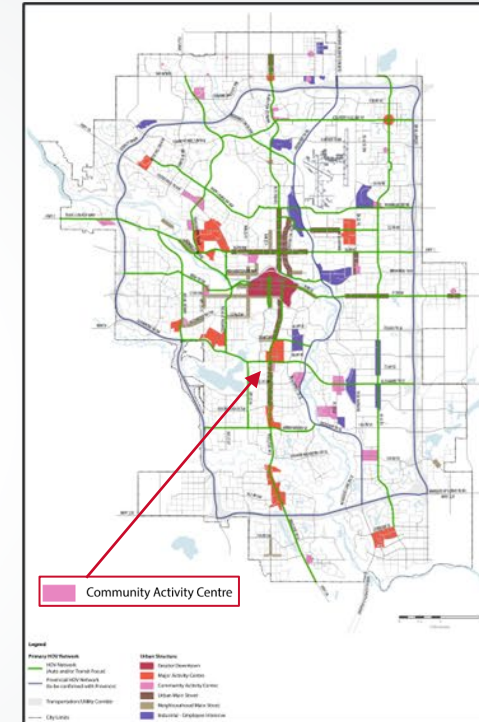
Map 1 'Always Available for All Ages and Abilities' (5A) Network



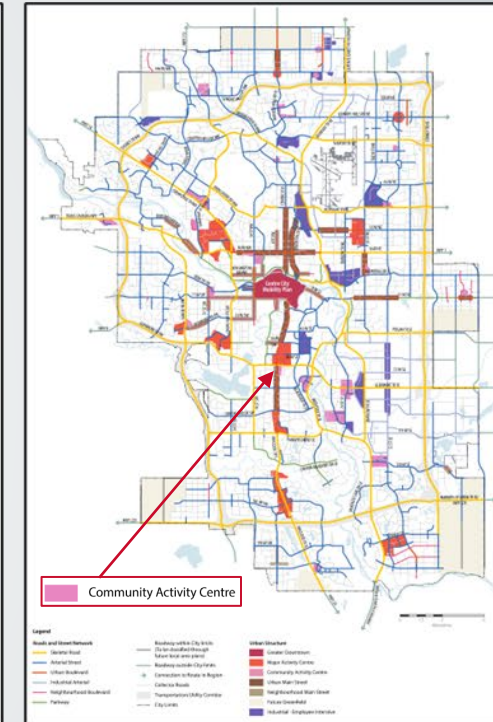
Map 2: Primary Transit Network



Map 5: Primary Goods Movement Network

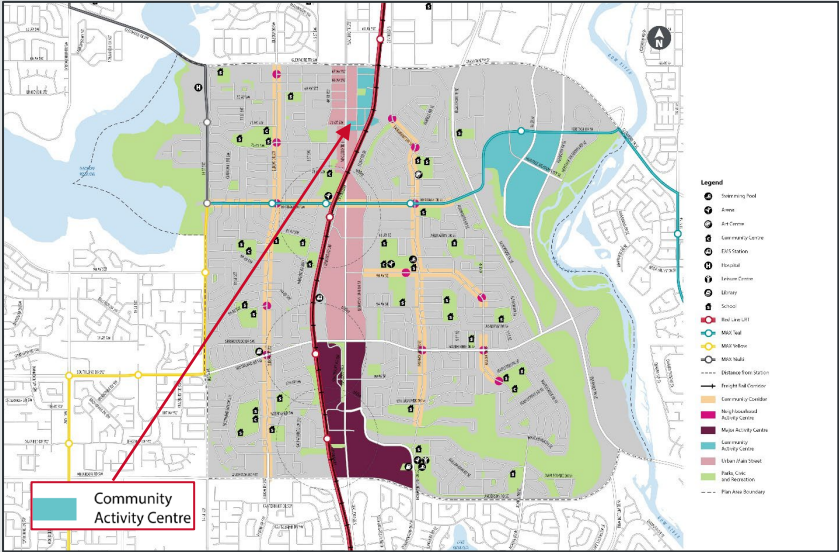


Map 6: Primary HOV Network

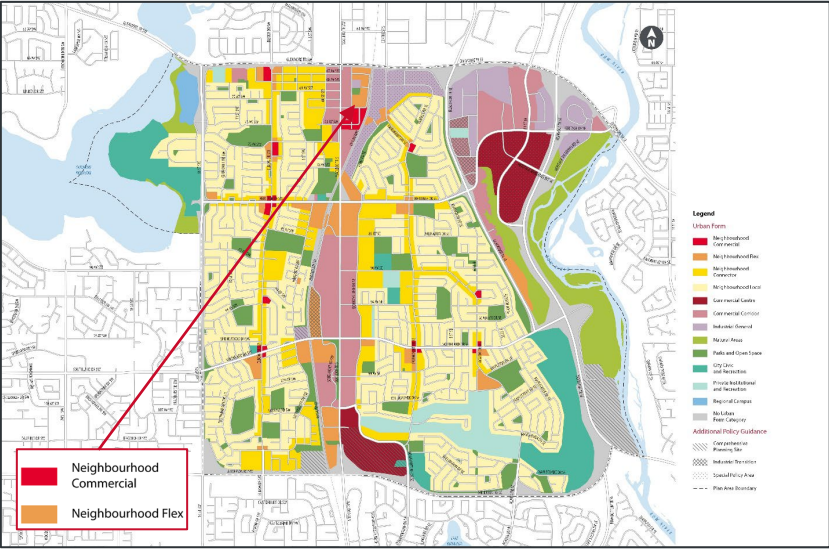


Map 7: Road and Street Network

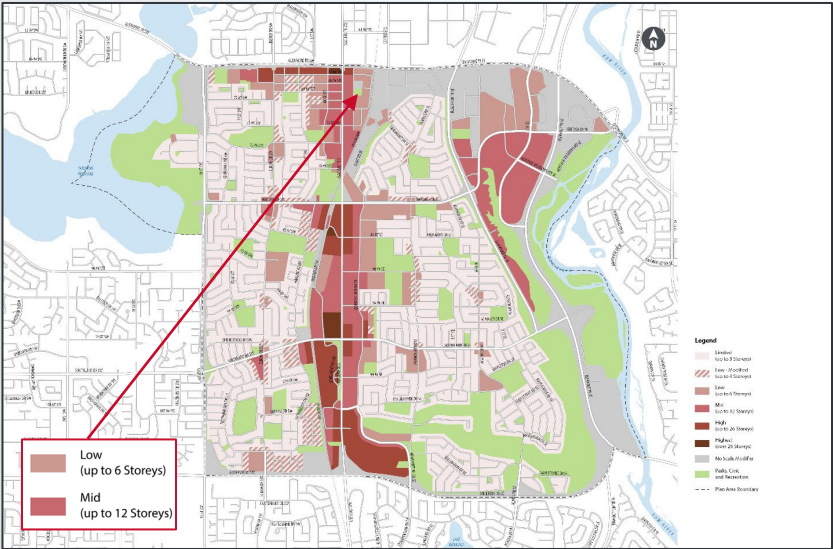




Map 2: Community Characteristics



Map 3: Urban Form



Map 4: Building Scale



Figure 14: Midtown Building Scale with LRT Station and Affordable Housing