

Verbatim Amendments Proposed at Public Hearing

The following represent the amendments heard at the March 22 Public Hearing of Council and through public submissions to that session:

Theme	Proposed Amendment
<p>Housing Choice (Single-Detached, etc.)</p>	<p>Single-Detached Special Policy Area Amendment 1. In Section 2.8, entitled “Neighbourhood Local Policies”, after policy i. insert a new page 51 with the following policy and renumber subsequent pages accordingly:</p> <p>Single-Detached Special Policy Area</p> <p>The Municipal Development Plan supports a range of housing types in our communities. A local area plan process may identify that a portion of a community be restricted to a single-detached form through a Single-Detached Special Policy Area. When considering the application of a Single-Detached Special Policy Area, the local area plan should also take into consideration other City policies and initiatives that may be able to achieve the same outcomes, such as the Municipal Development Plan, Main Streets, and Heritage Conservation Tools and Incentives.</p> <p>A local area plan determines the extent of the Single-Detached Special Policy Area and is informed by City policies, the existing context and the vision in the local area plan.</p> <p>j. A local area plan may identify a Single-Detached Special Policy Area where additional policy direction is needed. k. A local area plan should not identify a Single-Detached Special Policy Area: i. within transit station areas; ii. near or adjacent to an identified Main Street or Activity Centre; or, iii. along a collector or higher-order street as identified in the Calgary Transportation Plan. l. A local area plan should not use a Single-Detached Special Policy Area to restrict uses already allowed by the existing land use designation.</p>

	<p>On page 124 of the Guidebook (page 125 of 132 of Attachment 3 of this report), add a fourth bullet under the section that reads “The following information may be used to inform the development of a local area plan or supplementary material, such as an appendix.” as follows:</p> <ul style="list-style-type: none"> • “the traditional built form of communities, which may have developed as a result of historic restrictive covenants in the area”
	<p>2.8 Neighbourhood Local Policies Purpose</p> <p>a. A local area plan should identify Neighbourhood Local areas of a community with the following characteristics:</p> <ol style="list-style-type: none"> i. residential uses and built forms; ii. low to moderate transit service; and, iii. low pedestrian activity along public streets. <p>Limited Scale Residential Intensity Policies Neighbourhood Local areas support a range of low density housing forms when the applied scale is three storeys or below (Limited Scale). At this scale, buildings are typically two to three storeys in height and oriented to the street. The Guidebook recognizes that a range of housing types are encouraged in Neighbourhood Local areas, but the age, layout and physical characteristics of communities may influence how and where these low density housing forms are developed.</p> <p>The following are additional policies to guide low density residential forms at different intensities within the Limited Scale modifier.</p> <ol style="list-style-type: none"> b. Higher Residential Intensity: This modifier includes a broad range of ground-oriented building forms, including single-detached, semi-detached, duplexes, rowhouses, townhomes, stacked townhomes, and cottage housing clusters. c. Moderate Residential Intensity: This modifier includes a broad range of ground-oriented building forms, including single-detached, semi-detached, and duplexes. d. Lowest Residential Intensity: This modifier supports single-detached dwellings. e. Conservation Residential Intensity: This modifier supports contextually sensitive redevelopment consistent with existing low density residential forms in mature areas, as per the Municipal Development Plan Policy 2.3.2 Respecting and Enhancing Neighbourhood Character, and as defined by a Local Area Plan. <p>Appendix 2 identifies how the different residential development intensities relate to existing low density land use districts.</p> <p>Areas for Limited Scale Residential Intensity A local area plan should identify Limited Scale Residential Intensity areas within Neighbourhood Local areas:</p> <ol style="list-style-type: none"> f. Areas of Higher Intensity, low density residential forms should

	<p>be supported:</p> <p>i. on collector or higher-order streets as identified in the Calgary Transportation Plan; and as defined by a local area plan: and,</p> <p>ii. near or adjacent to Main Streets, transit station areas and other Activity Centres as defined by a local area plan.</p> <p>g. Areas of Moderate and Lowest Intensity, low density residential forms should be supported adjacent to areas set out in 2.8.f, as defined by a local area plan.</p> <p>h. Areas of Lowest Intensity, low density residential forms should be supported in all residential areas not identified in 2.8f or 2.8g.</p> <p>h. Areas of Conservation Intensity, low density residential forms should be supported in all areas not identified in 2.8.f or 2.8.g, as defined by a local area plan.</p>
	"Elboya Amendment" – Same as above.
	Delete pages 48, 49
	Delete Section 2.29, Policy b.
	Various proposed amendments regarding a lower building scale (<3 Storeys)
	A two-year moratorium on re-zoning in residential areas that are outside Main Streets and Activity Centres.
	<ol style="list-style-type: none"> 1) a housing category to preserve neighbourhoods of single-detached family homes 2) more protection for heritage homes, character defining streets and mature trees 3) criteria to maintain current lot coverage, lot width, height and setback requirements.
	Align the new housing forms that define the intended intensities of the housing forms with the identified Heritage Guideline Areas (those with at least 25% of the block face identified as “heritage assets”). Specify maximum scale, massing, lot coverage, and include side setback criteria in the heritage area policies. These changes are necessary to support streetscapes.
Heritage	Protect residential heritage areas adjacent to heritage Main Streets (commercial areas) where they could potentially form a “district”.
	Extend protections for potential heritage resources awaiting evaluation and inclusion on the <i>Inventory of Evaluated Historic Resources</i> .
	Strengthen language for conservation and repurposing ('must', 'required', 'will' instead of 'should', 'encourage', 'may') so that the policies are not open to interpretation or simply ignored.
	Make Development Permit applications for all Identified heritage assets discretionary to allow for Community Association circulation.

	Strengthen protections for private trees by limiting lot coverage.
	Introduce language about "enhancing" existing communities' sense of place, rather than just creating. Historic communities, especially, already have a strong sense of place.
Statutory Policy vs. Non-Stat Guide	That with respect to Report PUD2021-0015, the following be adopted: That Council: 1. File Administrations Recommendations and abandon Proposed Bylaw 17P2020; and 2. Adopt, by resolution, the proposed Guidebook for Great Communities, with the following amendments: a. Direct Administration to remove all references to the statutory plan status of the Guidebook for Great Communities
Metrics. Criteria, Certainty	Provide an update schedule for Local Area Plans
	Direct Administration, within two years, to revise the Guidebook.
	Provide tree canopy percentage targets, and roles/responsibilities for maintaining and growing the canopy in each LAP
	Provide density targets for growth by community in each LAP
	Prior to second reading, amend Bylaw 17P2020 as follows: Insert the word "Charter" before the word "Bylaw" in both the title of the bylaw and in section 1 of the bylaw
Climate Action	NoM on Private Tree Retention. To direct Administration to investigate and report on policy options, legal impacts, engagement and resources required to support the retention and replacement of trees on private lands for tree canopy growth.
	Comments/Amendments regarding Floodway and Flood Fringe development
	Include the urban forestry requirements from the Municipal Development Plan: The following policies should direct local area plans to protect existing tree canopy, maintain planted trees to grow to maturity and provide the required growing conditions for sustainable trees in Calgary. 2.6.4 o. Protect and expand parks, green spaces and connections between these areas, where possible, as shown in Map 4. p. Protect, restore and expand Calgary's urban forests. Provide adequate space and environmental conditions for forests to thrive.
(Better/More) Engagement	Include an "engagement strategy for LAPs"
Housekeeping Amendments	Councillor Carra's list of textual amendments.
Unrelated to Any "What We	Neighbourhood Commercial and Neighbourhood Flex Amendment

<p>Heard" Theme</p>	<p>1. Delete Section 2.3, entitled “Neighbourhood Commercial and Neighbourhood Flex Policies” and replace with the following: “2.3 Neighbourhood Commercial and Neighbourhood Flex Policies Land Use a. Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings. b. Vehicle-oriented uses should be discouraged: i. in areas of high pedestrian activity; ii. within transit station areas; or, iii. where the use interferes with access to cycling infrastructure.</p>
	<p>Site, Building and Landscape Design In addition to the policies in Chapter 3, the following policies apply to Neighbourhood Commercial and Neighbourhood Flex areas: c. Development in Neighbourhood Commercial and Neighbourhood Flex areas should: i. be oriented towards the street; ii. not locate parking between a building and a higher activity street; iii. provide access to off-street parking and loading areas from the lane, where possible; iv. provide frequent entrances and windows that maximize views to and from the street; v. use building articulation to provide a well-defined, continuous street wall and improve the pedestrian experience using varied textures, high-quality building materials and setbacks; and, vi. accommodate small variations in the street wall to integrate amenity space.</p>
	<p>d. Where vehicle-oriented uses are provided, development should be designed to: i. minimize the number of locations where vehicles cross the sidewalk; ii. minimize driveway width or locate driveways on a lower activity street, where feasible; iii. incorporate landscaped areas; iv. provide well-defined pedestrian routes to transit stops and stations or adjacent residential areas; and, v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas. e. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building. f. The public realm should provide continuous, unobstructed pedestrian routes supported by high-quality landscaping for pedestrian comfort. g. Landscaped areas should be located to enhance and complement the interface between the building and the public realm. h. Where units are located on the ground floor along lower activity</p>

	<p>streets or lanes, development should be designed to:</p> <ul style="list-style-type: none"> i. accommodate a range of uses; ii. provide on-site pedestrian routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and, iii. provide windows with views to the street or lane.”
	<p>2. In Section 2.4, entitled “Neighbourhood Commercial Policies”, delete policy d. and renumber subsequent policies accordingly:</p> <p>“New vehicle-oriented uses, such as drive throughs, should not locate in Neighbourhood Commercial areas.”</p>
	<p>3. In Section 2.5, entitled “Neighbourhood Flex Policies”, delete policy c. and renumber subsequent policies accordingly:</p> <p>“Vehicle-oriented uses should not locate:</p> <ul style="list-style-type: none"> i. in areas of high pedestrian activity; ii. within transit station areas; or, iii. where the use interferes with access to cycling infrastructure.”
	<p>4. In Section 2.5, entitled “Neighbourhood Flex Policies”, delete policy g. and renumber subsequent policies accordingly:</p> <p>“Where vehicle-oriented uses are provided, development should be designed to:</p> <ul style="list-style-type: none"> i. minimize the number of locations where vehicles cross the sidewalk; ii. minimize driveway width or locate driveways on a lower activity street, where feasible; iii. incorporate landscaped areas; iv. provide well-defined pedestrian routes to transit stops and stations or adjacent residential areas; and, v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.”
	<p>5. In Section 2.9, entitled “Vehicle-Oriented Commercial Policies” replace policy d. with the following:</p> <p>“Vehicle-oriented uses should be discouraged:</p> <ul style="list-style-type: none"> i. in areas of high pedestrian activity; ii. within transit station areas; or, iii. where the use interferes with access to cycling infrastructure.”
	Delete Sections 2.4.d and 2.5.c.