

# Calgary Planning Commission Review

Summary of comments from Calgary Planning Commission – 2022 July 21 Closed Session workshop and Administration’s follow up.

Comment	Edits	Administration Follow up
General		
<p>The Plan is not visionary and ambitious enough with respect to areas outside of the Macleod Trail S Main Street area.</p>	<p>The Urban Form and Building Scale maps were updated to provide greater opportunities for redevelopment at existing Activity Centres along Community Corridors. This included identifying these areas as Neighbourhood Commercial which allow for street-oriented mixed-use development with commercial uses at-grade. Allowable building scale was also increased in these Activity Centres.</p>	<p>Overall, the Plan takes a balanced approach to growth and change in this area that considers Municipal Development Plan (MDP) goals and policies, demographic trends and public feedback received during the engagement process.</p>
Urban Form and Scale		
<p>Development intensity is too focused along Macleod Trail S and not spread to other areas. Macleod Trail S is a hostile and unpleasant environment to live along.</p>	<p>The Plan was updated to consider Macleod Trail S as an Urban Main Street area that extends to the parallel side streets including Horton Road SW, Bonaventure Drive SE and Southport Road SW. Policies were also revised to provide additional direction for sites to be developed comprehensively in a manner that emphasizes improved mobility connections and creating a safe and welcoming public realm within and around sites.</p>	<p>Instead of focusing on growth on Macleod Trail S itself, we have developed a Macleod Trail Main Street area that focuses on creating pedestrian connections facing inward rather than pushing pedestrians along Macleod Trail S itself.</p>
<p>There should be greater intensification of building scale along Community Corridors. Building scale along Community Corridors such as Elbow Drive</p>	<p>The Urban Form and Building scale maps were updated to focus more intensity at Neighbourhood Activity Centres, while reducing heights along</p>	<p>The Plan’s approach to Community Corridors such as Elbow Drive SW and Acadia Drive SE considered MDP policy direction for Activity Centres as</p>

<p>and Acadia Drive is too conservative.</p>	<p>longer Community Corridors in between these nodes.</p>	<p>well as public feedback received during the engagement process. While public feedback identified the desire for greater housing opportunities on Community Corridors, it also identified concerns with the regards to potential impacts of higher scale development in these areas.</p>
<p>The future Midtown Station area does not have any density planned around it.</p>	<p>This area is identified as a Comprehensive Planning Site. Should an infill LRT station be provided at this location an amendment to this Plan will be required to identify the site as part of a transit station area.</p>	<p>This Comprehensive Planning Site is intended to align with the ongoing review of the land use and outline plan application for the Midtown Station lands and allows for flexibility based on further planning work that will be completed as this application moves forward.</p>
<p>The plan is unintentionally status quo, and it seems like the community driving that aspect of the plan.</p>		<p>The Plan takes a balanced approach to growth, considering both MDP goals and policies, demographic trends as well as public feedback. The Plan supports single and semi-detached homes throughout Neighbourhood Local – Limited Scale areas and grade-oriented buildings with three or more units are supported on parcels with lanes that are either on a corner parcel, adjacent to parks larger than 0.5 hectares or in Transition Zones of transit station areas.</p>
<p>Southcentre Mall should be shown as mixed-use.</p>	<p>Southcentre Mall remains identified as Commercial Centre. Commercial Centre policies in section 2.2.2.1 of the Plan outline that areas such as Southcentre Mall are encouraged to have a mixture of uses within them including residential. Additionally, Comprehensive Planning Sites policies outline in section 2.2.6</p>	<p>Southcentre Mall is identified with the Commercial Centre urban form category in the Plan. Policies for the Commercial Centre urban form category encourage a mix of uses, such as commercial, office, institutional and residential.</p>

	give additional design consideration for development within this area.	
None of the small-scale building types (single-detached, semi-detached, row homes) should be limited in any part of the plan. The market will dictate what works where. If a mid-block townhome won't work, it won't get built or sold. It should just be open to small scale homes. Whether it is single-detached, semi-detached and small-scale townhomes, it should be left up to the market forces as to where they go.	Limited scale policies allow for rowhouses on corner lots and across from larger parks throughout the community and semi-detached dwellings everywhere.	The Plan takes a balanced approach to growth that considers MDP goals and policies, demographic trends and public feedback. The Plan supports single and semi-detached homes throughout Neighbourhood Local – Limited Scale areas. In addition, grade-oriented buildings with three or more units are supported on parcels with lanes that are either on a corner parcel, adjacent to parks larger than 0.5 hectares or in Transition Zones of transit station areas.
The desire to protect areas of single-detached homes is a scary statement. Single-family home preservation is a bad planning policy. What consideration are you giving to this and what are the chances that this get into the plan?	The Plan does not restrict any area to single-detached housing only rather the Plan supports single and semi-detached homes throughout Neighbourhood Local – Limited Scale areas and grade-oriented buildings with three or more units are supported on parcels with lanes that are either on a corner parcel, adjacent to parks larger than 0.5 hectares or in Transition Zones of transit station areas.	As noted, the Plan strikes a balance for growth in primarily residential areas that considered both MDP goals and policies, demographic trends and public feedback. Feedback from the public expressed concerns about perceived negative impacts of new rowhouse and townhouse development in primarily residential areas.
<b>Investment Priorities</b>		
The Heritage Communities do not have a lot of cycling infrastructure. 5A network principles should be incorporated here.	Map C1: Pedestrian Corridors and Map C2: Cycling Network were updated to better identify enhanced pedestrian corridors, existing bikeways and pathways and proposed on-street bikeways. These changes align the Plan's mobility maps with the 5A network map from the Calgary Transportation Plan.	One of the core values of the Plan is to improve connectivity between the Heritage communities. Based on existing infrastructure, the plan identifies specific areas where interventions can be made to help improve the 5A network. These goals can be found within Chapter 3: Supporting Growth.

<p>Inserting some larger projects such as recreation centres in the plan would help get the general public more excited about the plan. Whether or not they are funded or not.</p>		<p>We work closely with our internal partners to determine if new infrastructure such as recreation centres can be noted in our local area plans. Based on that, the Plan provides direction for enhancing existing civic facilities but does not identify new facilities.</p>
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