

Calgary Planning Commission Review

Summary of comments from the Calgary Planning Commission (CPC) – 2024 January 25 Closed Session workshop and Administration’s follow up.

| Topic 1: Urban Form and Building Scale | | |
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| 1A. Does CPC propose any changes to the draft urban form categories and building scales along 19 Street NW (between 5 Avenue NW and Memorial Drive NW)? | | |
| Comment | Edits | Administration Follow Up |
| <p>As a community corridor, expand areas of 6 storeys further along 19 Street NW or look to tie in more commercial opportunities along Kensington Road NW and portions of 19 Street NW.</p> <p>Reconsider use of active frontage as requiring active uses at grade may impact viability of developments at this scale.</p> | <p>In West Hillhurst, modifications were made to 19 Street NW, including removing the active frontage modifiers, adding additional Neighbourhood Flex north of 3 Avenue NW on west side of street and adding additional Neighbourhood Commercial and Neighbourhood Flex on Kensington Road NW east and west of 19 Street NW.</p> | <p>The Plan envisions 19 Street NW as a key corridor of growth that will continue to experience redevelopment incrementally in the form of both residential and mixed-use developments that will contribute to an enhanced pedestrian experience. The urban forms and scales provided give flexibility to enable a range of forms to be realized on the corridor long-term.</p> |
| 1B. Does CPC propose any changes to the draft urban form categories and building scales along 10 Street NW (between 5 Avenue NW and Kensington Road NW)? | | |
| Comment | Edits | Administration Follow Up |
| <p>Panel members noted that this portion of 10 Street NW has significant concentration of heritage assets. Administration should consider enabling additional height elsewhere in the transit station area boundaries to allow for new built forms near Sunnyside LRT station and activate lanes with development.</p> <p>Connect this Main Street to the Bow River and nearby parks.</p> | <p>Heritage density transfer policy was further refined to account for conservation of heritage resources and enable additional storeys for “receiver” sites nearby. Additional activation policies were provided for lanes within station areas. Additionally, implementation options were added in Chapter 3 to ensure improvements to 10 Street NW and connections across Memorial Drive NW.</p> | <p>This change will allow for innovative outcomes and thoughtful growth opportunities by providing transit station area incentives. Coupled with improvements to 10 Street NW and better access across Memorial Drive NW to the Bow River Pathway, this Main Street will continue to act as a destination in the Plan Area for Calgarians.</p> |
| 1C. Does CPC propose any changes to the draft urban form categories and building scales along 14 Street NW (between 5 Avenue NW and Kensington Road NW)? | | |
| Comment | Edits | Administration Follow Up |
| <p>Discussions highlighted challenges and concerns with this Main Street, particularly lot depths. Several panel members highlighted how 14 Street NW will need significant investment to have a public realm that matches other defining Main Streets and to be truly walkable and inviting for pedestrians.</p> | <p>With general support for use of Neighbourhood Flex and a height up to 12 storeys, no additional changes were made. Policies and implementation options were added to Chapter 3 to guide investment into public spaces and pedestrian improvements.</p> | <p>The Plan envisions that 14 Street NW will evolve into a more pedestrian-friendly street with a mix of multi-residential, commercial and mixed-use developments. Improvements to enhance public spaces within public realm setback will be required and policies in Chapter 2 and 3 support this.</p> |

| 1D. Would CPC propose any changes to the draft urban form categories and building scales along Kensington Road NW (between Crowchild Trail NW and 14 Street NW)? | | |
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| Comment | Edits | Administration Follow Up |
| Along Kensington Road NW keep scale of up to six storeys. Explore additional forms through additional Neighbourhood Connector on streets adjacent to this Main Street, including Westmount Boulevard and potentially areas south. Privacy fences and poor pedestrian realm along south side needs to be addressed by the Plan. | The Plan added Low Scale (6 storeys) closer to Memorial Drive NW, neighbourhood parks and schools. Additional analysis was completed and Neighbourhood Connector was added to adjacent streets, including portions of Westmount Boulevard NW and areas along 19 Street NW south of Kensington Road NW. | Kensington Road NW west of 14 Street NW requires a range of urban forms and a consistent scale of up to 6 storeys. With the south side of Kensington Road NW in this area defined by privacy fences and narrow sidewalks, additional policy direction is provided in the Plan to ensure new development has access onto the Main Street and enhances the pedestrian realm. |
| 2. How should the project team approach height transitions on the building scale map for areas south of Lions Park LRT Station? | | |
| Comment | Edits | Administration Follow Up |
| Strong support for use of Neighbourhood Connector and proposed building scale south of station. CPC members suggested extending Neighbourhood Connector further south and west from station. Slope adaptive designs can lead to unique forms. | Further analysis was completed and no Neighbourhood Connector was added further south. Building scales were modified to refocus height along Lions Park. Additional policies were added to reinforce slope adaptive design and high-quality design outcomes. | With the highest heights proposed on the North Hill Mall site, areas south of the LRT station needed a thoughtful and forward approach. Using varying scales and Neighbourhood Connector along with area specific policies and Chapter 3 improvements are deemed critical. |
| 3. How should the project team approach the building scales along Memorial Drive NW, particularly west of 14 Street NW? | | |
| Comment | Edits | Administration Follow Up |
| The use of Neighbourhood Connector is effective along Memorial Drive NW, but need to consider increasing heights between 19 Street NW and 14 Street NW. Look to add more scale in this area. | Additional scale was added along Memorial Drive NW, including a transition to Low-Modified (up to four storeys) west of the former CBC site and up to six storeys at the EMS site. | Memorial Drive NW is a key arterial in the Plan and can accommodate a range of building forms and scales. Additional improvements will be required and direction is provided in Chapter 3. |
| 4. What are the potential challenges in the application of low-modified (4 storeys or less) in the Plan area? Where is the application of the low-modified scale working and where is it not working in the proposed building scale map? | | |
| Comment | Edits | Administration Follow Up |
| The use of the Low-Modified scale is an important tool for the Plan as it provides direction on type of built form to be realized. Use this scale to give flexibility to certain areas, but also use to | Additional analysis was completed and each Low-Modified area was further examined. Where Low-Modified areas overlapped an identified Heritage Guideline Area, Low | The Plan approaches the use of Low-Modified scale in different ways, including as transitions off Main Streets, as transitions between higher-and lower-scale development and along key corridors and nodes. |

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| direct where multi-residential development could be realized. | scale (up to three storeys) was applied to remain consistent. | |
| Topic 2: Chapter 3 – Supporting Growth | | |
| 5. What additional ideas for implementation options and / or investment priorities would help support growth and change in the Plan Area? | | |
| Comment | Edits | Administration Follow Up |
| Strong support was outlined for the Mobility Study and how it will inform Chapter 3. Discussions also explored what other funding mechanisms could exist with the transition away from density bonusing outside Greater Downtown. Comments concluded asking about future of the North Hill Mall site. | The Mobility Study was completed in Spring 2024 and its findings later informed policies in Chapter 2 and improvement options in Chapter 3 of the proposed Plan. Local Area Plan Improvement Fund (LAIF) and other programs will be applied equitably across all communities. North Hill Mall policies as a comprehensive planning site were further refined. | Supporting growth through community improvements and investment opportunities will be coordinated with available funding. Chapter 3 and Appendix A provide the necessary starting point for future projects and investments. Future redevelopment of the Mall site has the right balance of clear direction and flexibility. |