

# Calgary Planning Commission Review

Summary of comments from Calgary Planning Commission – 2024 April 4 Closed Session workshop and Administration’s follow up.

Comment	Edits	Administration Follow Up
<b>Topic 1: Draft Urban Form and Building Scale Maps</b>		
<b>1A: Considering the different views we’ve heard through our engagement and citywide policy, what options for urban form category and building scale should be considered around the 39 Avenue LRT Station area and in the Parkhill Community?</b>		
<p>Panel members discussed the need to plan for variety in transit-oriented development areas based on their context. Not every station has to be this mixed-use urban village, sometimes an employment centre is the best use. The Chinook Communities Local Area Plan should consider adding more density on the west side of Macleod Trail S where more residential focused amenities currently exist.</p> <p>Reconsider making this station residential focused and make it employment focused. There is no predictability in areas like this about what this area wants to be so it should not be over prescribed.</p>	<p>Modifications were made around the 39 Avenue LRT station by expanding the High (up to 26 storeys) beyond 39 Avenue SE to the north and further south beyond 42 Avenue S. The policies for the Core and Transition Zones in the transit station area were refined to provide additional design direction in areas surrounding the LRT station.</p> <p>The Urban Form map proposes industrial activity to the east of the LRT station with policy to discourage low-employment intensive uses to enable more accessible job opportunities close to the LRT station.</p>	<p>The Plan envisions the 39 Avenue LRT station to serve a mix of residents and employees in the area. More commercial and residential focused opportunities are proposed near the transit station area and to the west along Macleod Trail S and into Parkhill. Through redevelopment and Chapter 3 investments, this aims to improve the mobility connection across Macleod Trail S to access 39 Avenue station from Parkhill.</p> <p>The Manchester Industrial Special Policy Area aims to increase employment intensity to the north and south of the transit station area while offering some flexibility for other uses.</p>
<b>1B: Considering the Industrial General urban form category shown on the draft Urban Form Map, is there enough flexibility built in to allow for innovation within the industrial sector? Do we need to add additional policy to achieve a more flexible industrial outcome, and should it need to be location specific?</b>		
<p>An infill LRT station was previously considered by Council at 50 Avenue S and should be included in the Plan. As a visionary document, it doesn’t mean that will happen, however it provides the necessary direction. The station can act as an anchor to the 50 Avenue S Neighbourhood Main Street. Policy should be written</p>	<p>The Plan sets the vision for a potential future infill station at 50 Avenue S in multiple ways:</p> <ul style="list-style-type: none"> <li>• A potential future infill station is noted in Chapter 1: Visualizing Growth and Map 2: Community Characteristics and Attributes.</li> <li>• Section 2.2.5.2 of the Plan highlights a comprehensive planning site directly adjacent to the LRT corridor that</li> </ul>	<p>The Plan proposes urban form categories and building scale modifiers that would compliment and support a potential future infill station at 50 Avenue S. Chapter 3: Supporting Growth considers investments to provide direction to improve 50 Avenue S and use a potential station as an anchor on the east end of the Neighbourhood Main Street.</p>

<p>to act upon a potential station rather than reacting to a station.</p>	<p>provides redevelopment direction that would support a new station.</p> <ul style="list-style-type: none"> <li>Section 2.5.4.3 of the Plan identifies a potential future infill station and provides Core and Transition Zone policies to support a new station.</li> </ul>	
<p>Panel members noted that there is a lack of quality amenities to support new residential growth on the east side of Macleod Trail S in Manchester. It was noted as an existing hostile environment that lacks sidewalk connections, green spaces, and recreational services.</p>	<p>Investment opportunities considered in Chapter 3: Supporting Growth were updated to provide more location specific enhancements to the pedestrian and cycling network east of Macleod Trail S. Future development will be required through policy in Chapter 2: Enabling Growth to complete missing sidewalk links to ensure a sound mobility network. Chapter 3: Supporting Growth also provides direction to improve the park space at 50 Avenue SW and Macleod Trail SW, explore land acquisition for future park and open spaces and include new recreation options near LRT stations and Main Streets.</p>	<p>The combination of urban form category and area specific policies noted in Chapter 2: Enabling Growth and investment opportunities in Chapter 3: Supporting Growth are critical to support new growth in the Plan area. The Plan considers and explores various improvements in Chapter 3: Supporting Growth and Appendix A: Investment Opportunities of the Local Area Plan in which various Business Units could reference during capital budget deliberations.</p>
<p><b>1C: Considering Elbow Drive SW's future, what urban form and building scale should be considered along Elbow Drive SW?</b></p>		
<p>Panel members commended the approach of including the Low (up to 6 storeys) building scale modifier along Elbow Drive SW. There was continued discussion to create activity nodes aimed to attract people for commercial and residential activity at key intersections along Elbow Drive SW through the Plan area.</p>	<p>The Plan maintained the Low (up to 6 storeys) building scale modifier on Elbow Drive SW south of 47 Avenue SW. Britannia Plaza was noted as a Neighbourhood Activity Centre in the Plan as a key node along Elbow Drive SW. Britannia Plaza acts as a key north-south nodal connection and is the anchor on the east end of the 50 Avenue SW Neighbourhood Main Street. Section 2.5.5.2 of the Plan provides additional policies to support and enhance the Neighbourhood Activity Centre.</p>	<p>Elbow Drive SW is a key north-south connector through the west side of the Plan. Continued improvements to transit, pedestrian, and cycling networks are noted to ensure a variety of mobility options are available.</p>