

Calgary Planning Commission Review

Summary of comments from Calgary Planning Commission – 2024 April 04 Closed Session workshop and Administration's follow up.

Comments	Edits	Administration Follow Up
Topic 1: Draft Urban Form and Building Scale Maps		
1A: Considering the context and potential future visions of the 16 Avenue NW Main Street area in Montgomery, what feedback do you have for the draft urban form and building scale?		
Revisit the Active Frontage along 16 Avenue NW and provide flexibility for commercial uses to adapt as the road is currently designed for vehicular movements.	The Urban Form map has been updated to remove the Active Frontage along 16 Avenue NW and 46 Street NW, providing flexibility for various commercial uses to adapt to the future vision of 16 Avenue NW.	The 16 Avenue NW Main Street is a key route for vehicles moving in and out of the city. To reduce conflict between pedestrians and vehicles, the South Shaganappi Communities Local Area Plan (Plan) focuses on Bowness Road NW, located two blocks east of 16 Avenue NW, as the pedestrian-oriented Main Street.
1B: Taking into account the opposing views we've heard through engagement in Phase 2 as well as the existing context, what urban form and building scale should be considered around the Dalhousie LRT Station area in the Varsity community?		
Provide additional opportunities for diverse housing forms in different heights, especially around corridors and park spaces. The road network is a constraint for redevelopment and road closure may be needed in the future to realize greater development within the Dalhousie transit-station area.	<p>The Building Scale map has been updated to provide additional building height transition from High Scale (up to 26 storeys) to Limited Scale (up to 3 storeys) to allow for a range of housing forms around the Dalhousie LRT Station. Similar building height transition has also been applied throughout the Plan area.</p> <p>Additionally, new Transit Station Area policies guide future development within cul-de-sacs, which includes road closures to realize greater development.</p>	Changes to the Building Scale map and the addition of Transit Station Area policies promote diverse housing options and enhance urban design by allowing for better transitions between building heights. This approach fosters community inclusivity, encourages sustainable transportation, and strengthens community cohesion, contributing to more vibrant and connected living spaces.
1C: Considering that Home Road NW is an important connector but has geographical constraints, what feedback do you have for the draft urban form and building scale?		

Due to the geographical constraints, Neighbourhood Connector is suitable for Housing-Grade Oriented (H-GO) type of development along Home Road NW. There is an opportunity to accommodate future building designs with slightly higher building heights.	The Urban Form and Building Scale maps allow for Housing-Grade Oriented (H-GO) development along Home Road NW under the Neighbourhood Connector urban form and Limited Scale (up to 3 storeys). Low-Scale (up to 6 storeys) has been applied at the intersection of Home Road and 32 Avenue NW to allow for additional building heights.	Home Road NW provides an important north-south connection within the Plan area. The Neighbourhood Connector and Limited Scale (up to 3 storeys) are applied along Home Road NW to allow for more diverse housing forms. The Plan identifies opportunities to accommodate a greater range of building heights at Home Road NW and 32 Avenue NW. This approach supports increasing density in a pivotal area, fostering a vibrant and cohesive community.
1D: Given the major institutions that attract students and young professionals to the area, what urban form and building scale should be considered around the University of Calgary, Foothills Medical Centre and Alberta Children's Hospital?		
There are opportunities for more density and different housing forms to meet the demand from nearby employment centres. Consider focusing on nodes or a minimum of 6 storeys for the area.	The Building Scale map has been updated to allow additional building height in key areas such as south of 24 Avenue NW, adjacent to the University of Calgary and area close to the Foothills Medical Centre by 16 Avenue NW and Uxbridge Drive NW / 29 Street NW.	The Plan takes a balanced approach to growth that considers the City's municipal development plan, demographic trends, and public feedback. Increasing building heights in areas adjacent to employment centers and transit stations can create diverse housing options. This can effectively address the evolving needs and preferences of workers, students, and residents, fostering a vibrant community that accommodates various lifestyles and supports accessibility to essential services and opportunities.
Topic 2: Chapter 3 – Supporting Growth		
Q2: What questions or feedback do you have for the initial ideas for implementation options? What additional ideas for implementation options and/or investment opportunities do you have that would help support growth and change in the Plan area?		
This Plan area has an abundance of amenities. The	Safe and Well-Connected Mobility Options in Chapter 3	Connecting and improving mobility networks will facilitate

Plan should prioritize connectivity, especially the north-south connections. Focus on connecting people who work, live, and recreate in the area to various amenities via different modes.	have been enhanced to provide safe, accessible, and well-connected transit, walking, and cycling networks for all seasons, ages, and abilities. Objectives include improving transit user experience and safety through upgraded infrastructure and expanding the pedestrian and cycling network.	easier travel between destinations such as institutions, businesses, parks, recreational areas, and amenities within the Plan area. This will boost local economic growth by increasing foot traffic to businesses. Furthermore, enhanced access to parks and recreational spaces fosters community engagement and improves the overall quality of life. Investing in mobility networks creates a more interconnected, vibrant, and sustainable environment for everyone.
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