

Calgary Planning Commission Review and Administration's Response

Calgary Planning Commission Comments - Summary (from 2019 March 21 CPC Meeting)

Comment	Edits	Administration Response
1.0 Introduction		
1.1 Update vision statement to be more reflective of the master plan vision.	Vision statement has been updated to better reflect the intent of the culture and entertainment district.	N/A
1.2 Consider moving vision statement earlier in the ARP.	Vision statement moved to Page 2 replacing Structure of the Beltline ARP.	N/A
2.0 Community Framework		
2.1 Consider moving plan location map earlier in section.	N/A	To remain consistent with the East Village ARP template, the map will remain in its present location.
2.2 Review the terminology used for affordable housing.	N/A	Section 2.2.2 Housing Continuum makes reference to all types of affordable housing including emergency shelters, transitional housing, rental and market housing. Terminology is consistent with the Affordable Housing Guide (2018).
2.3 Review the term "truly Calgarian".	Section 3.3.3 Removed sentence "This area should be infused with local character that defines the district as truly Calgarian".	N/A
3.0 Character Areas		
3.1 Consider better alignment of character area goals with land use and density provisions. Warehouse area and riverfront residential are two areas suggested for alignment.	N/A	Administration believes that the density and character area goals are appropriate for Warehouse District and Riverfront Residential Areas. Opportunities will present themselves during future development applications to ensure development reflects the character area goals.

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3.2 Consider incentives for 3 bedroom housing units.	N/A	Additional incentives will be considered by Administration in Phase 2. Administration will determine if a density bonus similar to the Dwelling Unit Mix in the CR20 district would be appropriate for the entire Beltline.
3.3 Consideration of lanes as a bonus density item.	N/A	Additional incentives will be considered by Administration in Phase 2.
3.4 Consider additional policy to encourage adaptive reuse of warehouse buildings.	N/A	Centre City Guidebook policy 4.4(c) encourages adaptive reuse of historic buildings.
4.0 Urban Design		
4.1 Consider incentives to promote lane development.	N/A	See response to item 3.3.
4.2 Consider additional policy to mitigate issues of digital signs on adjacent residential development.	N/A	Additional policy will be reviewed and implemented through a landowner initiated Direct Control Bylaw update, which is expected imminently.
4.3 Consider policy regarding third party digital signage and advertising.	N/A	Additional policy will be reviewed and implemented through a landowner initiated Direct Control Bylaw update, which is expected imminently.

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4.4 Consider a map change on Map 8: Illuminated Buildings and Digital Signs to ensure an appropriate interface with the community.	N/A	Policy 4.3.4.1(ii) provides policy to minimize potential impacts on adjacent residential properties.
4.5 Consider additional policy regarding accessibility.	N/A	Calgary's Access Design Standards document is provided in the reference section of the ARP, and will be used during future development application review in future.
5.0 Parks and Open Space		
5.1 Consider future needs of residential population.	N/A	Several acres of linear open space as riverfront amenity exists in the Plan Area. Also in close proximity to the area is Enmax Park, St Patrick's Island, Lindsay Park and Fort Calgary. CMLC has calculated there is an increase from 4% to 9% open space through implementation of the master plan vision. Administration will explore opportunities to gain additional publicly accessible space through the density bonus incentives that exist in the ARP.

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<p>5.2 Ensure there is sufficient open space available for future residents to accommodate 15,000 people. Concern that the amount of parks space is insufficient for the population.</p>	<p>N/A</p>	<p>See response to 5.1.</p>
<p>5.3 Confusion about the word “potential” for open space and what this means for future parks development.</p>	<p>N/A</p>	<p>The term ‘potential open space’ was used to define sites that have been identified within the Rivers District Master Plan as open space that either do not currently exist or are located on private lands without a public access easement. Implementation of these sites as public or publicly accessible open space may be challenging based on several factors including; limited number of sites with Municipal Reserve requirements, high cost of land acquisition, and land owner interest in providing these spaces on private sites.</p>

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5.4 Important to achieve the regional pathway adjacent to the Stampede (along the Elbow River).	N/A	There is a written letter of understanding between the City and Calgary Stampede to work cooperatively and resolve issues to realize this pathways
6.0 Arts and Culture		
6.1 Consider additional objective (on page 47) for indigenous elements to see stronger language to implement Indigenous elements into the area.	Added an objective to page 47.	N/A

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7.0 Mobility		
7.1 Identify potential streetscape master plans for Macleod Trail SE and 1 St SE.	N/A	CMLC is working on streetscape master planning in the area.
7.2 Consider how pedestrians move between the LRT stations and destinations in the area, and identify how the ARP addresses and supports this movement.	N/A	Through introduction of the street grid and mid-block connections, a higher permeability with increased connectivity will be provided in the area. Additionally, the plan proposes multi-modal overpasses for pedestrian and cyclist movement. The Green Line project envisions the 7 Avenue SW station to be a primary transfer point for the Red, Blue and Green LRT Lines
7.3 Evaluate the policy for the Victoria Park Transit Centre and its long term impact on the redevelopment of East Beltline.	Transit has amended Section 6.3.1 Victoria Park Transit Centre, removing the policies and rewording the intent to be more flexible about moving the facility once a new location is found.	N/A
7.4 Consider removal of the parking section as minimum parking requirements and relaxations are addressed in other City policy documents (concern that this policy suggests no relaxations can be identified elsewhere).	Parking section was removed. The Land Use Bylaw and Parking Policy Framework provide sufficient policy and flexibility for create parking solutions.	N/A

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7.5 Consider using a dashed line for the 17 Avenue extension	Map 1: Plan Overview was amended to show a dashed line and was re-labeled to Potential 17 Avenue Extension Alignment.	N/A
8.0 Infrastructure		
8.1 Consider addressing riverfront mitigation measures for the bus barns site.	Added specific reference to river flooding section of LUB: Part 3, Division 3 and added reference to Environmental Reserve Setback Guidelines and Riparian Strategy.	N/A
8.2 Work with Enmax to share technical requirements with industry regarding the district energy system and how it will be implemented.	N/A	Administration to work collaboratively with Enmax to share technical requirements and the means to achieve a greater connection to the existing district energy system
9.0 Engagement		
9.1 Appreciation for the balance between major stakeholders in the Plan Area (City, CMLC, Stampede, stakeholders).	N/A	N/A

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<p>9.2 Review the comments from the Beltline Neighbourhood Association for consideration in the document.</p>	<p>N/A</p>	<p>Administration appreciates the comments received from the Beltline Neighbourhoods Association. As a summary, Administration responds as follows:</p> <ul style="list-style-type: none"> • Community Priorities: Housing continuum was updated to reflect additional housing types. Additional incentives will be explored in phase 2. • Land Use: Plan should not support surface parking as a long term use. • Digital Signs: Additional policy will be created in a future Direct Control Bylaw application. • Character Areas: Surface parking should not be identified as a long-term use. • Open Space: Additional incentives require more time to research and more engagement with the development industry. This will be taken on as part of the scope for phase 2. • Pedestrian Circulation: All pedestrian connections are important in the plan area. However, not all connections are identified as a 'major pedestrian connection'. This is partially due to the RD Master Plan vision, but also because Administration identified some connections where we have confidence a higher quality pedestrian interface can be implemented. • Parking: Due to the nature of this area being within walking distance to several existing and future LRT stations, Administration is not likely so support new surface parking in the area.
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