

# **Plan It**

## **Guide to Amendments**

### **Proposed by City Administration**

#### **How to Use This Guide**

Proposed amendments are identified in a report card by the number assigned by City Administration. Links are provided to the Plan It website if you want to read the amendments or the revised *Municipal Development Plan* and *Calgary Transportation Plan*.

A five-point grading system was used ranging from "A" (agreement with Administration's proposal) to "F" (change is required). In cases where an amendment did not receive an "A," recommended improvements to the amendment are provided.

We hope you find this tool valuable. If you have questions or need more information, contact [Bob Morrison](#), [Noel Keough](#), or [Naheed Nenshi](#).

#### **Background**

Preparation of the *Municipal Development Plan* and *Calgary Transportation Plan* has provided Calgarians with an extraordinary opportunity to guide the future of our city. City Council has shown great foresight in developing the *Key Directions* and integrating land use and transportation planning.

A group of volunteers from the Better Calgary Campaign, Sustainable Calgary, and several communities have reviewed the drafts of the MDP and CTP and the recent amendments proposed by Administration. Each person who contributed their expertise and experience to this effort has followed the development of Plan It closely and is committed to building the best plans and the best city possible.

Generally, the contributors to this guide were pleased with the content and direction of the two plans and, in most cases, Administration's amendments. When fully implemented in a timely fashion, the plans will reduce infrastructure cost, improve economic productivity, decrease travel time, and increase housing affordability, health, the viability of local businesses, and the sustainability of municipal finances.

To understand the amendments proposed by Administration, a report card was prepared. This report card was based on the following principles:

- efficient and effective use of tax dollars
- responsible management of growth and the City's investments
- effective citizen engagement
- financial, social, and ecological sustainability
- governance and approval standards that are clear, meaningful, and workable.

As shown in the report card, most of the amendments proposed by Administration are acceptable. There are, though, some that should be modified. In particular, there are six amendments proposed by Administration that were identified as needing to be fixed. These are highlighted in pink in the report card.

Five of the six "must fix" amendments require housekeeping changes to make them effective or accurate. The sixth "must fix" amendment (Amendment #61/62 to the MDP) has created an unnecessarily complicated and untested formula for determining minimum densities in new communities. This formula will not produce a reliable measurement since jobs can not be predicted with certainty when an Area Structure Plan for a new community is prepared. More importantly, although jobs in new communities should be encouraged, creating a formula that combines jobs with people will likely result in lower residential densities than the densities being built now.

As for the remainder of the amendments that will benefit from modification, it is hoped that during its deliberations City Council will incorporate the changes identified in the report card.

## Report Card on *Plan It* Amendments Proposed by City Administration

Section 1: Administration Recommended Amendments to the MDP ( <a href="#">link</a> )		
A copy of the revised MDP is <a href="#">here</a> . For more information on Plan It, go to <a href="#">Plan It Calgary</a> .		
No.	GRADE	SUGGESTED IMPROVEMENTS
1	B	The original wording ("can") empowers communities to become more viable.
2	A	
3	A	
4	A	
5	A	
6	A	
7	A	
8	D	Retain the original wording ("shall"). This only applies to Greenfield industrial areas. Sidewalks from transit stops to <u>major businesses</u> are important for encouraging transit use.
9	A	
10	A	
11	A	
12	A	
13	A	
14	A	
15	A	
16	A	
17	A	
18	A	
19	A	
20	A	
21	A	
22	A	
23A	A	
23B	A	
23C	C	Make this a commitment. Change to: "The City <del>recognizes the need to will</del> partner with adjacent municipalities and regional neighbours to <del>develop strategies for</del> protecting watersheds, habitats and biodiversity and to establish ecological networks that benefit the region as a whole."
24D	A	
24E	A	
24F	A	
24G	A	
24H	A	
24I	A	
25	F	Alderman Jones has suggested a key change. The amendment weakens it. People, not studies ensure resources and timeframes are in place. Change to: " <del>Local planning studies</del> The City will ensure the necessary resources and timeframes to undertake community planning projects in a manner that is responsible, thorough, transparent and includes participatory community planning and consultation."
26	F	Alderman Jones has suggested a key change, but community engagement needs to continue throughout the process. Change to: "Ensure that the preparation of Local Area Plans includes community engagement early in <u>and throughout</u> the decision making process that identifies and addresses local character, community needs and appropriate development transitions with existing neighbourhoods."
27	A	
28	A	
29/30A	A	

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No.	GRADE	SUGGESTED IMPROVEMENTS
29&30B	D	The change is too prescriptive. Limits flexibility for the City and developers to achieve targets faster than expected. Change to:  "The MDP also contains several indicators and associated targets. These city-wide indicators and targets, as identified in Sections 5.2.2 and 5.3, <del>are intended to will</del> track overall progress towards achieving the goals and objectives of the MDP and CTP. The targets <del>are not intended may be used, where appropriate, to be applied to improve</del> the performance of individual Local Area Plans and land use applications."
31	A	
32	D	The recommendation does not provide more clarity. Needs to be simplified. Change to:  "Designs for new communities <del>should seek to will</del> retain greater amounts of undisturbed land in order to <del>promote improve</del> biodiversity and <del>improve</del> water quality."
33	A	
34	A	
35ABC	A	
36	A	
37	D	In this section (creating a city attractive to people), facilitating or ensuring "competitively priced, easily serviceable and developable land for residential purposes" is the job of the real estate market. Don't commit the City to something for which the need for government intervention has not been demonstrated. Instead, change to:  " <del>Facilitate Monitor</del> the availability of competitively priced, easily serviceable and developable land for residential purposes, including opportunities for brownfield development."  In addition, it is in the public interest to meet the Key <i>Directions</i> by facilitating residential redevelopment within Urban Corridors and Major and Community Activity Centres. A second amendment should be provided:  "Facilitate residential development within Urban Corridors and Major and Community Activity Centres that supports and is compatible and integrated with existing communities; including encouraging brownfield redevelopment."
38	F	Do not approve these changes. As Administration notes, consultation with UDI showed there were not concerns with this section
39B	A	
39C	A	
39D	A	
39E	B	Both the original policy and the amendment are too prescriptive. Change to:  "The location of community and neighbourhood retail centres should be identified through the Area Structure Plan <del>process, and located and appropriately separated from other larger retail centres to support viability of the local retail</del> . As a general guide, local retail developments should be: i. Located to support integrated residential development, or to serve adjacent higher density residential areas of the community; and ii. Supported by a convenient pedestrian network that provides direct access to the retail site."
40F	A	
40G	A	
40H	A	
41	A	
42	C	The thresholds are minimums that need to be adhered to if the City will be able to achieve its Key Directions. Guidance regarding exceeding the thresholds is needed. Change to:  " <del>Higher #</del> intensities for each specific Activity Centre, <del>where appropriate</del> , will be determined through Local Area Plans in consideration of land available for development, community context, and the opportunities to optimize infrastructure and public investment."
43	C	Same as for #42.
44A	C	The phrase "provide a land use framework" is unnecessarily prescriptive. Other methods within a Local Area Plan might be more appropriate. Also makes this consistent with #44C and #46E:  "Local Area Plans for a MAC should <del>provide a land use framework to</del> achieve a minimum intensity threshold of 200 jobs and population per gross developable hectare. Individual MAC densities and the approximate jobs and population distributions will be established through a Local Area Plan".

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No.	GRADE	SUGGESTED IMPROVEMENTS
44B	C	The phrase "provide a land use framework" is unnecessarily prescriptive. Other methods within a Local Area Plan might be more appropriate. Also makes this consistent with #44C and #46E:  "Local Area Plans for a CAC should <del>provide a land use framework to</del> achieve a minimum intensity threshold of 150 jobs and population per gross developable hectare. Individual CAC densities and the appropriate job and population distributions will be established through a Local Area Plan."
44C	A	
45		There is nothing shown under #45.
46D	C	The phrase "provide a land use framework" is unnecessarily prescriptive. Other methods within a Local Area Plan might be more appropriate. Also makes this consistent with #44C and #46E:  "Local Area Plans for an Urban Corridor should <del>provide a land use framework to</del> achieve a minimum intensity threshold of 200 jobs and population per gross developable hectare. Individual Urban Corridor densities and appropriate job and population distributions will be established through a Local Area Plan."
46E	A	
46F	A	
47/48/49A	D	Keep the first and last sentences in the original paragraph 2. They contain key elements for achieving the strategic objective, in particular the connection to planning and investment and the commitment to collaboration with other governments, the public, and stakeholders. Amend the original paragraph 2 to read:  "A program of monitoring and reporting <u>on</u> the Core Indicators for Land Use and Mobility (Fig. 5.2) and <del>Targets-their targets</del> will provide an evaluation on progress towards the policy direction of the MDP. <del>These indicators are proxy measures for the social, environmental and economic performance of MDP. Each of the indicators is accompanied by a target. The targets provide a desired performance outcome for an indicator over a specified period of time. The targets were developed through benchmarking of other cities and through engagement with stakeholders.</del> The targets represent <del>a</del> the direction that The City wishes to achieve through its planning and investment processes and through collaborative working with other orders of government, the public and stakeholders."  NOTE: The original paragraph 3 does not show up in the redline version of the MDP. It reads "A regular cycle of reporting on the indicators will provide information for Council, administration and the public."
47/48/49B	D	The second sentence in the proposed change strips the City of any ability to evaluate individual developments to determine what is working and what is not. Keep in mind that this is not a section on <u>development approvals</u> , but merely on monitoring. Change the proposed amendment to read:  "They are intended to track the overall progress towards achieving the goals and objectives of the MDP and CTP. <del>However, these indicators and targets are not intended to be applied to individual Local Area Plans and land use applications.</del> "
47/48/49C	A	
50A	A	

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No.	GRADE	SUGGESTED IMPROVEMENTS
50B	B	<p>The proposed amendment does not fully reflect the needs that Alderman Pincott's motion addressed. Change to read:</p> <p>"A monitoring and reporting program will be developed <u>to measure progress toward achieving the targets for in</u> the Core Indicators for Land Use and Mobility as part of the MDP/CTP implementation program. <u>A multi-stakeholder panel will be convened to review the performance information and provide recommendations to Council on the implications for budget discussions. A regular cycle of reporting on the Core Indicators will provide performance information to Council, Administration and the public.</u></p> <p>"Reporting <u>on performance by the panel and Administration</u> will be conducted in advance of each 3-year City business planning cycle and will assist in developing investment strategies and strategic growth decisions. The reporting process will also <del>help</del> ensure that implementation strategies and corporate processes are aligned with the long term goals of the MDP and CTP. In addition to evaluating progress towards the targets contained in this section, additional reports will look at current growth forecasts, market trends and The City's financial capacity.</p> <p>"A major review of the Core Indicators for Land Use and Mobility <del>should will</del> occur on a ten year basis as part of the MDP policy review process <del>(which will to</del> assess whether the policy direction remains appropriate or requires adjusting). Each metric and target will be evaluated to ensure that they align with the updated vision and policies of the MDP and CTP."</p>
51C	A	
52	A	
53	A	
54	D	<p>Efforts to maintain current private automobile mobility may, in some cases, increase traffic congestion, making it more difficult for commercial goods and emergency vehicles to travel efficiently. Change the proposed amendment to read:</p> <p>"Maintain <del>automobile</del>, commercial goods and emergency vehicle mobility in Calgary while placing increased emphasis on sustainable modes of transportation (walking, cycling and transit)."</p>
55/56AB	A	
57	A	
58/59	A	O.K. However, the original wording was just as good, if not better since we are dealing with neighborhood activity centres where auto-oriented uses and designs should be discouraged.
60	A	O.K. However, the original wording was just as good, if not better since we are dealing with neighborhood corridors where auto-oriented uses and designs should be discouraged.

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No.	GRADE	SUGGESTED IMPROVEMENTS
61/62	F	<p>Because of the great variety of jobs and associated land requirements, it is very difficult to calculate a meaningful jobs per hectare number. It may be possible to calculate such a number for Urban Corridors and Major and Community Activity Centres within existing communities.</p> <p>The people/jobs formula in this amendment is unnecessarily complicated and untested. It will not produce a reliable measurement for new communities since jobs can not be predicted with certainty when an ASP is prepared. More importantly, although jobs in new communities should be encouraged, creating a formula that combines jobs with people will likely result in lower residential densities than the densities being built now.</p> <p>Also, taking into account other areas (NACs, CACs, Urban Corridors, and Neighbourhood Corridors) with higher intensities will result in lower residential densities than desired and will likely result in neighbourhoods outside those other areas having to be subsidized by the remainder of taxpayers.</p> <p>As a result of these difficulties, the amendment should be changed to read:</p> <p>"ASPs for new communities in Future Greenfield Areas <del>should</del><u>shall</u> provide <del>a land use framework to achieve</del> a minimum intensity threshold of 70 people <del>and jobs</del> per gross developable hectare. <del>This community intensity level includes outside</del> NACs, CACs, Urban Corridors and Neighbourhood Corridors, as identified in the ASP.</p> <p>"In addition to the intensity threshold, other factors <del>should</del><u>shall</u> be considered in the development of an ASP. These include:</p> <ul style="list-style-type: none"> <li>i. minimum residential density in conformity with the Calgary Metropolitan Plan;</li> <li>ii. land use diversity;</li> <li>iii. residential diversity;</li> <li>iv. accessibility to the Primary Transit Network;</li> <li>v. street and walk/cycle connectivity;</li> <li>vi. ecological networks and green infrastructure; and,</li> <li>vii. mix of local and regional retail." </li></ul>
63	A	
64	A	
65/66/67/68	A	

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<b>Section 2: MDP Amendments Not Recommended by Administration (<a href="#">link</a>)</b>		
<b>A copy of the revised MDP is <a href="#">here</a>. For more information on Plan It, go to <a href="#">Plan It Calgary</a>.</b>		
<b>No.</b>	<b>GRADE</b>	<b>SUGGESTED IMPROVEMENTS</b>
1	A	
2	A	
3	A	
4	A	
5	A	
6	A	
7	A	
8	A	
9	A	
10/11	D	Neither the original objective nor the proposed changes are effective because of the unclear term "undeveloped" and because there are no criteria for converting to different land uses. The objective should be changed to:  "Ensure that any land that is unused or outside existing communities (as of 2005) shall not be used or converted to another use unless the land is contiguous to an existing community and will increase sustainability and the value of the land in terms of the environment, the economy and Calgarians' quality of life."
12	A	
13	A	
14/15	A	
16	A	
17	A	
18	A	
19	A	
20	A	
21	D	Alderman McIver's amendment should be supported. You need to facilitate the loading of vehicles going outside the Activity Centre and unloading vehicles with multiple destinations.
22	A	
23	D	Alderman McIver's amendment should be supported. Why should the downtown be granted special status? Encouraging all districts will help the downtown by relieving development and road/transit pressures.
24	A	
25	A	
26	A	
27	A	
28	A	
29	A	
30	B	The motion by Alderman Mar is incomplete. Instead, a motion could be made:  "That by 2011, clearly establish the boundaries of Major and Community Activity Centres and Urban Corridors, including corridors for feeder bus and streetcar lines to the Primary Transit network."  There is no #31 listed.
31		
32	A	
33	A	
34	A	

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Section 3: Administration Recommended Amendments to the CTP ( <a href="#">link</a> )		
A copy of the revised CTP is <a href="#">here</a> . For more information on Plan It, go to <a href="#">Plan It Calgary</a> .		
No.	GRADE	SUGGESTED IMPROVEMENTS
1	A	
2	A	
3	A	
4	A	
5	A	
6	A	
7	A	
8	A	
9	A	
10	A	
11	A	
12	A	
13	A	
14	A	
15	A	
16	D	Unnecessarily prescriptive. Picks winners and losers. Maybe existing railway corridors or their expansion aren't good. Maybe new corridors are needed.
17	D	Efforts to maintain current private automobile mobility may, in some cases, increase traffic congestion, making it more difficult for commercial goods and emergency vehicles to travel efficiently. Change the proposed amendment to read:  "Maintain <del>automobile</del> -commercial goods and emergency vehicle mobility in Calgary while placing increased emphasis on sustainable modes of transportation (walking, cycling and transit)."
18	A	
19	F	The deletion of Appendix D is acceptable if the proposed "Connectivity Handbook" will set standards so the benefits of increasing connectivity are achieved. In section 3.8, paragraph 7 (redline amendments to the CTP), change the first sentence to read:  "A separate "Connectivity Handbook" will outline the methodology and associated design targets that <del>can</del> <u>will</u> be used to improve connectivity in Future Greenfield communities and <b>Activity Centres</b> ."
20	F	It has not been demonstrated that new river or creek crossings are needed or compatible with City Council's <i>Key Directions</i> . As well, because of the specific meaning of "roadway" in the CTP (p. 116) the term roadway is inaccurate and prescriptive. In section 3.7, paragraph 7 (redline amendments to the CTP), change the first sentence to read:  "In the future, new river or creek crossings <del>will</del> <u>may</u> be required to increase <del>roadway-transportation</del> capacity as strategies to optimize operation of the existing infrastructure are exhausted."
21	A	
22	D	The second sentence in the proposed change strips the City of any ability to evaluate individual developments to determine what is working and what is not. Keep in mind that this is not a section on <u>development approvals</u> , but merely on monitoring. Change the proposed amendment to read:  "They are intended to track the overall progress towards achieving the goals and objectives of the MDP and CTP. <del>However, these indicators and targets are not intended to be applied to individual Local Area Plans and land use applications.</del> "



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<b>Section 3: Administration Recommended Amendments to the CTP (<a href="#">link</a>)</b>		
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No.	GRADE	SUGGESTED IMPROVEMENTS
23	<b>B</b>	<p>The proposed amendment does not fully reflect the needs that Alderman Pincott's motion addressed. Change to read:</p> <p>"A monitoring and reporting program will be developed <del>to measure progress toward achieving the targets for in</del> the Core Indicators for Land Use and Mobility as part of the MDP/CTP implementation program. <del>A multi-stakeholder panel will be convened to review the performance information and provide recommendations to Council on the implications for budget discussions. A regular cycle of reporting on the Core Indicators will provide performance information to Council, Administration and the public.</del> Reporting <del>on performance by the panel and Administration</del> will be conducted in advance of each 3-year City business planning cycle and will assist in developing investment strategies and strategic growth decisions. The reporting process will also <del>help</del> ensure that implementation strategies and corporate processes are aligned with the long term goals of the MDP and CTP. In addition to evaluating progress towards the targets contained in this section, additional reports will look at current growth forecasts, market trends and The City's financial capacity.</p> <p>"A major review of the Core Indicators for Land Use and Mobility <del>should will</del> occur on a ten year basis as part of the MDP policy review process <del>(which will to</del> assess whether the policy direction remains appropriate or requires adjusting). Each metric and target will be evaluated to ensure that they align with the updated vision and policies of the MDP and CTP."</p>
24	<b>A</b>	

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<b>Section 4: CTP Amendments Not Recommended by Administration (<a href="#">link</a>)</b>		
<b>A copy of the revised CTP is <a href="#">here</a>. For more information on Plan It, go to <a href="#">Plan It Calgary</a>.</b>		
<b>No.</b>	<b>GRADE</b>	<b>SUGGESTED IMPROVEMENTS</b>
25	A	
26	A	
27	A	
28	A	
29	A	
30	C	<p>Alderman Connelly has identified the need to ensure that City standards provide taxpayers with the most efficient and effective results for the money they provide. The motion would need to be limited to standards related to growth and development and broadened to include the objectives of triple-bottom line sustainability and lower housing costs. It could be revised to read:</p> <p>"By June, 2010 the City will conduct a detailed review of City development and growth standards, including road design standards, with all stakeholders to increase efficiency, achieve social, environmental, and economic sustainability, reduce housing and transportation costs, and reduce the expenditure of government revenue for new infrastructure, capital replacement and future maintenance."</p>
31	C	<p>Alderman Fox-Mellway has also identified the need to ensure that the City provide taxpayers with the most efficient and effective results for their money. The motion would need to include a full-cost, life-cycle financial analysis and should be applied to the approved MDP and CTP. It could be revised to read:</p> <p>"Direct Administration to provide a report to Council by June, 2010 detailing the full-cost, life-cycle financial implications, capital and operating, of the approved MDP and CTP, including potentially achieving the Hybrid and Compact Scenarios based on a sound understanding of how these documents will be interpreted and implemented. This report should include, but not be limited to, providing the required capital and operating costs for the City for each of the 10 year horizons to match the objectives, goals, targets, thresholds and policies of the documents."</p>