

SUMMARY OF PROPOSED REVISIONS TO

THE CITY OF CALGARY

CALGARY TRANSPORTATION PLAN and

MUNICIPAL DEVELOPMENT PLAN

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UPDATED: AUGUST 2020

Notes to Reader

This document summarizes proposed revisions to both the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP). It is organized by topic and covers revisions to both plans. The intent is to provide the reader with background rationale on the proposed revisions, as well as a summary of the amending language.

The document is provided as an aide only and is not an exhaustive list of proposed changes. Readers should refer to the proposed revision documents for both the Municipal Development Plan and Calgary Transportation Plan for the complete set of proposed amendments.

Update (August 2020): Additional notes have been added to identify further revisions that have been made to address stakeholder feedback received between 2020 February and 2020 August.

Additional notes are *grey and in italics*.

UPDATED: AUGUST 2020

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Topic Area: **Climate and Environment**

Calgary’s growth and identity has been shaped by its natural landscape and resources. The natural environment is integral to the character of the city and the wellbeing of its people. Calgary’s natural areas, parks and open spaces, and healthy functioning river systems are critical components that give Calgarians nature in our city with safe, inclusive, social and active opportunities. For Calgary to continue to be successful in the future, it will need to continue to evolve to be a more sustainable and resilient city.

Taking steps to transform Calgary into a more resilient and sustainable city requires a set of policies to direct current and future decision making in a manner that recognizes the inter-related challenges Calgary communities face. Calgary’s land, water, ecological networks, energy and waste will need to be managed in a more integrated way – with a continued commitment to working together, including the integration of policies and programs across multiple City departments, and vital community partnerships and stewardship.

Addressing Climate Change is a key change to the documents. The City’s *Climate Resilience Strategy* outlines key actions that must be taken to support achieving the greenhouse gas (GHG) emission target of 80 per cent reduction in city-wide emissions below 2005 levels by 2050.

Transportation and buildings collectively make up 99% of community-wide GHG emissions in Calgary. The pathway to achieving our GHG targets consists of the following:

Action	Total potential GHG reductions to 2050 (Mt)
Implement existing MDP	12
Implement existing CTP	15
Improved energy performance in new and existing buildings	215
Neighbourhood renewable and low-carbon energy systems	17
Shift to low-emissions vehicles	60
Exceed core indicator targets in CTP	3
Exceed core indicator targets in MDP	7

Additional policy is proposed for the CTP to emphasize the need to switch the entire vehicle fleet over to 100% zero-emission vehicles by 2050 if the 60 Mt savings is to be achieved. This is consistent with the goals of the *Climate Resilience Strategy*. Energy performance of buildings will be largely addressed through application of improved building codes and expanding the use of low-carbon energy systems.

Analysis of the core indicators suggests much more work is to be done to realize the GHG savings from implementing the existing plans. From a GHG perspective, simply achieving the plans is not sufficient to fully achieve the GHG target; the targets must be exceeded to close the

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gap. While the policies in both plans facilitate this (i.e. additional policies are not proposed), thoughtful decision making will be needed to reach this goal.

Additional updates have been developed to reflect the following plans which have been approved by Council since approval of the MDP and CTP in 2009. These include:

- Source Water Protection Plan
- Riparian Strategy
- Water Efficiency Plan
- ourBiodiverCity Plan and Biodiversity Policy
- imagineParks
- Urban Forestry Plan
- Resiliency Strategy
- Waste Diversion Strategy

The updates will continue to support the provision of the citywide parks and open space network, a well-connected active transportation system, growth in compact urban centers, Main Streets and complete communities, and improved watershed management.

To help us make meaningful progress related to environmental health, natural areas protection, restoration, the enhancement of healthier communities and climate change policies will be advanced and aligned in a more integrated way. The key action areas describe how to enhance and protect our natural resources and improve Calgary’s position as an environmental leader. The proposed changes provide a coordinated framework, implementation measures and actions to support this progress.

Proposed changes to the Municipal Development Plan (Volume 1):

Policy section	Proposed changes
2.6 (preamble)	<ul style="list-style-type: none"> • Tells the story of Calgary’s relationship to our local and global environment, the benefits of connecting to nature, sustainability and climate resiliency, and how our quality of life relies on the responsible management of our natural assets and environment. • The Policies in this section have been removed and content integrated directly into relevant sub-sections as appropriate. • <i>Key objective #3 amended to include reference to Main Streets.</i> • <i>Connecting citizens to nature, through equitable access to open space and through fostering ecological literacy contributes to personal well-being.</i> • <i>More specific wording addressing climate change under the paragraph heading: “Towards a climate resilient city.” Also, addressing this by identifying reducing GHG emission as an action of the MDP.</i>
2.6.1 Natural Infrastructure	<ul style="list-style-type: none"> • Reframe the section around ‘Natural Infrastructure’ rather than ‘Green Infrastructure’ to recognize the difference between natural and man-made assets. • Establish an integrated approach to natural asset management and decision making as part of The City’s ongoing planning, investment and asset management processes. • Ensure land use planning, development, urban design, and transportation planning processes incorporate the principles of

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	<p>natural infrastructure and consider ecosystem services in decision making.</p> <ul style="list-style-type: none"> • <i>Increased clarity on natural and engineered elements, including natural assets, enhanced assets and engineered assets.</i>
2.6.2 Land	<ul style="list-style-type: none"> • Section supports the connection and integration with natural areas and spaces by designing with nature. • Emphasize access to nature as part of planning. • <i>Revised language emphasizes the importance of ecological literacy and connecting with nature.</i> • Link natural spaces to heritage and culture. • Add policies to conserve soil and reduce erosion through retention of natural vegetation. • <i>Policies under “Soils” section have been further refined with less prescriptive language.</i> • Support the implementation of the <i>Calgary Eats! A Food System Assessment and Action Plan</i>.
2.6.3 Water	<ul style="list-style-type: none"> • <i>Revised introduction.</i> • Strengthen the language regarding <i>water security and our relationship with water</i>, including safe drinking water, clean water for the natural environment and a reliable water supply all support the continued success of Calgary. • Enhanced policies supporting water conservation, efficiency and reuse. • Added policy direction to better integrate watershed management outcomes with land use planning and maintain natural hydrology. • Update sustainable water management policies and practices to reduce the stress on the stormwater management system, provide guidance to manage and protect our distinct watersheds and improve reporting on watershed health. • <i>New figure demonstrating the impacts of impervious surfaces on runoff water quality.</i> • <i>Additional amendments made to reduce policy redundancies found in other sections of the MDP.</i>
2.6.4 Ecological Networks	<ul style="list-style-type: none"> • Update to ensure that environmental policies, actions and regulations reflect current natural areas data and the evaluation of cumulative environmental impacts. • Update the open space typologies to reflect current terminology. • Revise language to support urban biodiversity through stronger policies on ecological restoration and protection, and identify and protect areas that support native species of birds, pollinators and other wildlife. • Revise to support improved efforts to the quantity, quality and equitable distribution of Calgary’s urban forest through plans and investments. • <i>In the final proposed update, equity is focused on in section 2.3.8.</i> • Improves direction for coordination with regional partners on integrated strategies for water resources and source water protection.

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	<ul style="list-style-type: none"> • <i>Added call-outs to better explain terminology in section.</i> • <i>Policy amended regarding the provision of open space in relation to density.</i> • Provides policy direction to support guidelines, programs, partnerships and investments to improve the ecological functions, and avoid, minimize or mitigate the impact of development on the natural environment.
2.6.5 Climate and Energy	<ul style="list-style-type: none"> • Section name has been changed from Energy to Climate Change and Energy. • Refine language to recognize The City's role in achieving the greenhouse gas reductions and adapting to the impacts of a changing climate. • Incorporated the recommendations of the <i>Climate Resilience Strategy: Mitigation & Adaptation Action Plans</i>, to provide guidance for corporate priority actions to reduce Calgary's overall greenhouse gas (GHG) emissions. • Refine language and policy direction regarding the importance of healthy natural systems in increasing resiliency to climate related hazards such as flooding, heat waves, high winds and landslides. • New policy direction to expand and enhance Calgary's active low carbon transportation systems (walking and cycling infrastructure) and transit network to reduce GHG emissions. • Direction provided to support energy transitions, such as zero-emission vehicles and other green mobility technologies, and lead change. • Increase consideration of air quality and GHG into decision making processes. • Clarification of expectations around promotion for on-site energy generation opportunities (e.g., solar power). • <i>Preamble updated regarding MDP's climate goals and energy choice with an emphasis on environmental factors.</i> • <i>Policy 2.6.5 (m) and (n) refined to focus on improving energy literacy, energy efficiency opportunities and capacity building outlined in the Climate Resilience Strategy (2018).</i>
2.6.6	<ul style="list-style-type: none"> • Revise section to support waste reduction and improve waste management and resource recovery in line with the <i>2015 Waste Diversion Strategy</i> and updated waste diversion goals. • Emphasize development that incorporates sustainable design, building and landscaping practices to reduce waste and reuse materials, and lead the way with City buildings and facilities. • Continue to protect the operational needs and manage the long-term liability associated with landfills and recycling facilities.
4.4	<ul style="list-style-type: none"> • Added additional policies around flood hazard areas relating to climate change, including integrating climate impacts into local policy, minimize the need for flood mitigation infrastructure through land use planning, and requiring flood protection measures for development in provincially identified flood fringe areas. • Clarified that municipal liability should be part of the consideration
Glossary	<ul style="list-style-type: none"> • Add a definition for 'ecosystem services'.

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Proposed changes to the Calgary Transportation Plan

Policy section	Proposed changes
3.7 preamble	<ul style="list-style-type: none"> • Add “consideration must also be given to protect existing natural infrastructure”.
3.9 e	<ul style="list-style-type: none"> • Expanded the concept of “preferred parkers” to include electric vehicles.
3.12 preamble	<ul style="list-style-type: none"> • Add a reference to the source of the graph in Figure 7. • Add references to <i>The City’s Urban Forestry Strategic Plan</i>. • Add “consideration must also be given to protect existing natural infrastructure”.
3.12 b.	<ul style="list-style-type: none"> • Revise to include recognition of the contribution provided by “supporting the shift to zero-emission vehicles”.
3.12 d.	<ul style="list-style-type: none"> • Add to reflect the action identified in <i>Calgary’s Electric and Low-Emissions Vehicles Strategy</i>. • Revise the wording for clarity with respect to the objective of achieving a transition of “entire fleet of vehicles in Calgary” to zero-emissions vehicles by 2050.
3.12 e.	<ul style="list-style-type: none"> • Add to address the action identified in Program 4 of the <i>Climate Resilience Strategy 2018</i> as necessary to achieve The City’s 2050 GHG target.
3.12 f.	<ul style="list-style-type: none"> • Add to address the action identified in Program 6 of the <i>Climate Resilience Strategy 2018</i> as necessary to achieve The City’s 2050 GHG target.

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Topic Area: **Complete Streets and Setbacks**

Street provision and setbacks are generally addressed in the Calgary Transportation Plan (CTP) under 'Complete Streets', Section 3.7. Stakeholder engagement and policy review identified several housekeeping items, redundancies between the CTP and the Complete Streets Guide, and several issues that warranted discussion or policy changes or additions.

New policies are proposed regarding the consideration of bylaw setbacks that are primarily established in the land use bylaw. Focusing primarily on Main Streets, the objectives of the policies are to improve public realm integration on lands allocated for setbacks, release previously acquired lands that are unlikely to be used for right-of-way (particularly when corridor revitalization has already occurred) and evolve the intention of setback spaces to serve transportation corridors that serve multiple modes of travel.

Proposed changes to the Calgary Transportation Plan

Policy section	Proposed changes
3.7 preamble	<ul style="list-style-type: none"> Removed details on the road and street types, as well as the discussion of the complete street zones, as it is redundant with the <i>Complete Streets Guide</i>. Added guidance as to what should be considered as part of a street or road classification review. Add "<i>consideration must also be given to protect existing natural infrastructure</i>". Revise the "<i>Complete Street zones</i>" graphic in Figure 5 to reflect the version contained in the <i>Complete Streets Guide</i>.
3.7 e.	<ul style="list-style-type: none"> Remove due to redundancy with the <i>Complete Streets Guide</i> and the <i>Design Guidelines for Subdivision Servicing</i>.
3.7 g.	<ul style="list-style-type: none"> Revise the wording for clarity with respect to the types of streets to which the policy applies (<i>*this change is pending*</i>).
3.7 i.	<ul style="list-style-type: none"> Revise for clarity and to reflect feedback from internal stakeholders.
3.7 k.	<ul style="list-style-type: none"> Revise to apply to more facilities and for clarity.
3.7 l.	<ul style="list-style-type: none"> Due to redundancy with the <i>Complete Streets Guide</i>, replace with a new policy intended to ensure that interim uses for right-of-way will be available when required for transportation purposes, including public realm integration. Revise the wording for clarity with respect to the types of desired interim uses.
3.7 r.	<ul style="list-style-type: none"> Revise to reflect a change to the organization of the MDP affecting the old reference.
3.7 w.	<ul style="list-style-type: none"> Add to ensure that leftover land remnants are not held for transportation purposes after Main Street project improvements are completed. Revise the wording to incorporate "<i>... should be reviewed for potential...</i>" in recognition of site or project-specific considerations that may rely upon the outcome.

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3.7 x.	<ul style="list-style-type: none">• Add to address the risk that land being held for future transportation purposes in various locations city-wide may no longer be warranted, and therefore could be relinquished.
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Topic Area: **Creating great communities**

Creating great communities requires thoughtful provision of housing, the surrounding physical environment (such as streets and parks), and the amenities and services required for day-to-day, neighbourhood-focused living.

Forecasts indicate that there will be large changes in Calgary’s population and its profile in the coming decades. Future growth will increase demand for providing affordable and quality housing, community services and wider mobility choices for an increasingly diverse population. In addition to meeting these demands, The City will strive to foster an urban environment that reinforces a community’s distinctive place in the city and strengthens its physical fabric and character. The objectives of guiding future growth are to enable positive changes that enhance communities and do not undermine what Calgarians value most in their neighbourhoods, communities and city as a whole. The City’s continued work to direct and plan for balanced growth ensures that we sustain and promote a healthy environment and an urban economy where people, businesses and neighbourhoods thrive.

Through our engagement process, it was recognized that we are moving towards the outcomes of our plans in several ways. To further advance the vision, fill in policy gaps and address current challenges, a series of amendments was developed to guide decision-making in a manner that recognizes the inter-related challenges Calgary communities face. At a high level these include: a continued focus on redevelopment in key intentional areas; supporting Centre City’s, now referred to as *Greater Downtown*, role as Calgary’s primary activity centre; supporting communities undergoing significant change; clarifying the role of identity and character as community’s change, and advance social equity through increased opportunities and access for everyone.

There are no proposed changes to the CTP under this topic area.

Proposed changes to the Municipal Development Plan (Volume 1):

Policy section	Proposed changes
2.2.1, 2.2.3, 3.1 and 3.5.1	<ul style="list-style-type: none"> Clarifies that Centre City is Calgary’s primary activity centre to support its continued growth and revitalization. <i>Respecting ongoing work, the term Centre City is being updated as "Greater Downtown."</i> <i>To further clarify the MDP objective of maintaining moderate growth in low density communities, the final proposed MDP update reintegrates "low density" with additional text speaking to transition between different densities.</i> <i>Respecting definition of "built form" in the glossary, Policy 2.2.1 (a) vii replaces "urban environment and streets" with "built form".</i> <i>Preamble of Section 2.4 has been refined to reflect, new communities being designed to support the objective of complete communities.</i> <i>To make its approach more comprehensive, Policy 2.2.4 (b)x – has been updated to say, "A healthy and resilient environment."</i>
2.3 Preamble	<ul style="list-style-type: none"> Language amended to more accurately describe desired outcomes.

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2.3.1 a. ii.	<ul style="list-style-type: none"> Clarify policy’s ‘people’ focus. The term ‘life cycle’ is unclear in its reference to people, ‘lifecycle’ can be misinterpreted to mean the lifecycle of a structure. <i>Edit to the fifth bullet - encouraging increased social, capital and health and wellness.</i>
2.3.1 b. iii. (proposed policy) – note previous iii now iv.	<ul style="list-style-type: none"> Policy b. promotes a broader range of housing choice for all ages, income groups, family types and lifestyles. The three existing sub policies relate largely to income groups, family types and lifestyles with no policy direction specific to all ages, i.e. seniors and people with disabilities. Proposed policy provides direction aligning to the <i>Seniors Age-Friendly Strategy</i> by encouraging a range of housing options and supportive environments to enable older adults or people with disabilities to remain in their communities as their needs and abilities change.
2.3.1 f. i.	<ul style="list-style-type: none"> Replace ‘small-scale’ with ‘contextually appropriate’ to be more accurate with desired outcome and align to Calgary’s <i>Corporate Affordable Housing Strategy</i>.
2.3.2 Preamble	<ul style="list-style-type: none"> Add clarifying language, as the identity and character of a neighbourhood is not static. Strong communities evolve to support the lives of the people who live there today and welcome new residents as the city grows. <i>Section updated respecting and enhancing neighbourhood character and the nature of change and reintegrates "low density" with additional text speaking to transition between different densities.</i>
2.3.2 a.	<ul style="list-style-type: none"> Remove wording specifically referring to ‘low density’ neighbourhoods as this policy should apply to all neighbourhoods, no matter their form and density. <i>Updated section reintegrates "low density" with additional text speaking to transition between different densities.</i>
2.3.2 b.	<ul style="list-style-type: none"> Remove wording referring to specific density types, this transition policy should apply to all areas no matter their form and density. <i>Section reintegrates "low density" with additional text speaking to transition between different densities.</i>
2.3.3 Preamble, Policies a – g.	<ul style="list-style-type: none"> Section language updated to reflect current terminology and City definitions. Overall heritage approach and policy intent remains unaffected. <i>Note: Though not mentioned directly, The Alberta Historical Resources Act remains in-effect, and is not superseded by City of Calgary policy. The definition of “Historic Resources” in The Act is very broad and can encompass a vast array of natural and man-made features. City Administration has provided a version of that same definition with “Heritage Resources” (coordinated between City Wide Policy, Parks and Facility Management) intended as a more concise, user-friendly term relevant to Calgary’s heritage conservation approach.</i>
2.3.4 Preamble	<ul style="list-style-type: none"> Add reference to <i>The Sport for Life Policy</i> and the role it plays in our parks and open spaces. Language added to recognize the contribution parks make to climate change, resiliency and biodiversity.

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	<ul style="list-style-type: none"> • <i>Policy on community open spaces returned to original 2009 language.</i>
2.3.4 b.	<ul style="list-style-type: none"> • Expanded terminology that reflects related policy documents.
2.3.4 h.	<ul style="list-style-type: none"> • This policy is effective however the language has been revised to clarify the policy's role in local area planning and that it should not be used to determine the acceptability of density in a community.
2.3.4 o.	<ul style="list-style-type: none"> • Delete due to redundancy.
2.3.4 q.	<ul style="list-style-type: none"> • Amend with 'promote public safety'. Policy 'o.' is combined with Policy 'q.' to deliver a more efficient policy message while removing their overlapping policy language.
2.3.5 section heading	<ul style="list-style-type: none"> • Add 'conservation' reserve to 2.3.5 section heading (details below).
2.3.5 preamble	<ul style="list-style-type: none"> • Add paragraph to introduce the concept of conservation reserve (CR). The amended Municipal Government Act (MGA) now enables municipalities to designate land for a new type of reserve, called Conservation Reserve (CR), to protect environmentally significant features such as wildlife corridors, significant tree stands or other environmentally significant features a municipality chooses to conserve.
2.3.5 h.	<ul style="list-style-type: none"> • Add policy providing direction for the consideration of CR as per the MGA.
2.3.6 Preamble, Policies b., c.	<ul style="list-style-type: none"> • Add 'equitable' to definitions as per the <i>Social Wellbeing Policy</i>. The desired outcome is for all people to have the opportunity to benefit equally from city services and infrastructure.
2.3.6 f. (new policy)	<ul style="list-style-type: none"> • Revise to align with <i>Calgary Eats! A Food System Assessment and Action Plan</i>. A framework was developed that identifies the intervention points that connect through each element of the food system for actions to take place.
2.3.7 preamble	<ul style="list-style-type: none"> • Language was added to be more general and keep the overall intention of good public engagement principles.
2.3.8 Equity	<ul style="list-style-type: none"> • <i>Considering comments received, in addition to the increased urgency coming from raised awareness, the MDP and CTP update is reconsidering the sections referencing equity.</i> • <i>2.3.8 is a new section specific to equity and respects the approved Social Wellbeing Policy (CP2019-01), the intent is to integrate equity considerations (CP2019-01).</i> • <i>Policy-specific references to 'equity' that were proposed/added in the February 2020 redline version are removed.</i>
2.4 Preamble	<ul style="list-style-type: none"> • Preamble updated to reflect the current urban design story and improve the link to the 13 urban design elements. • <i>The preamble has been refined.</i>
2.4.2 d. f.iv.	<ul style="list-style-type: none"> • Remove 'In Developed Areas' as this policy is applicable citywide. Minor amendments to provide more accurate policy direction.
2.4.3	<ul style="list-style-type: none"> • <i>The preamble has been refined.</i>
3.2, 3.2.1& 3.3	<ul style="list-style-type: none"> • Updated the description and policy of <i>Greater Downtown</i> (formerly Centre City) to reinforce its function as a collection of higher-density neighbourhoods and its role as Calgary's primary location for business, entertainment and cultural activities.

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	<ul style="list-style-type: none">• Section 3.3's description of Greater Downtown reads, "It is the business and cultural heart of the city. And the location of Calgary's historic mixed-use neighbourhoods and destinations."• Proposes applying the policies of section 3.3.1, General Activity Centre to the <i>Greater Downtown</i> (formerly Centre City).
3.5.1 a	<ul style="list-style-type: none">• Include local commercial development as a supported use in the developed residential area.

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Topic Area: **Future Transportation Technology**

Future transportation technology is rarely directly addressed in the Calgary Transportation Plan. Section 3.1 ‘Transportation Choice’, policy ‘g’ refers to emerging modes of transportation and the need for monitoring/planning “as necessary”.

As outlined in the *Future of Transportation in Calgary* report (2017), The City should be ready to keep Calgary at the forefront of new transportation technology while balancing the cost to the public with the benefits and risks. In some cases (e.g. electric vehicles and e-scooters), developing policy and conducting trials is already underway. The implications of other technologies are not as clear, and concerns exist that their ultimate effects could be negative without purposeful action on the part of municipalities.

Proposed changes to the Calgary Transportation Plan

Policy section	Proposed changes
3.1	<ul style="list-style-type: none"> Additional references to integration of modes, consideration of new modes (e.g. scooters), and impacts on mode split have been added as appropriate.
3.4 (preamble)	<ul style="list-style-type: none"> Content around the potential for technology to change goods movement is identified, with links to section 3.14.
3.14	<ul style="list-style-type: none"> New section titled “New transportation technologies.” Provides an overview based on the <i>Future of Transportation in Calgary</i> report. Incorporates discussion including an introduction and the following topics: curb space management, road pricing, data management, vehicle electrification (with a reference to section 3.12) and shared-use mobility services.
3.14 a.	<ul style="list-style-type: none"> Add to reflect a “Next Step” identified in the <i>Future of Transportation in Calgary</i> report: “The City should continue to monitor developments in technologies that are expected to significantly change travel and land use patterns in the future.”
3.14 b.	<ul style="list-style-type: none"> Add to ensure that the existing and future value of the curb space asset to The City is recognized and managed effectively in the future.
3.14 c.	<ul style="list-style-type: none"> Add to ensure discussion and feasibility testing of road-pricing as a stable and predictable future funding source.
3.14 d.	<ul style="list-style-type: none"> Add to ensure that The City is prepared to manage and generate value from the data generated by, and required to support, the operation and regulation of new transportation technologies.
3.14 e.	<ul style="list-style-type: none"> Add to address the opportunity associated with shared-use mobility services to advance progress toward MDP and CTP goals and objectives.

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Topic Area: **Growth and Change**

The goal of Part 5 – Framework for growth and change is to guide growth and change within a strategic framework that achieves the best possible social, environmental and economic outcomes while operating within The City’s financial capacity. Decisions on growth and services are key if Calgary is to realize the full spectrum of value from building a more compact city.

During workshops in the spring of 2019, key stakeholders noted that the MDP generally presents a solid vision for Calgary, but its objectives are, at times, compromised by implementation decisions. The objectives associated with the efficient use of existing infrastructure and compact urban form was an issue. This is further reflected in the finding of the 2018 Monitoring Progress Report, which indicated core indicators related to urban expansion and access to primary transit are behind the trend to meet the MDP and CTP targets.

Beyond the MDP and CTP update, proposed amendment supports the Next Generation Planning initiative which will address gaps in existing policies and support the implementation of the MDP and CTP. The amendments below will continue to guide the outcomes and underscore the intentions of the MDP and CTP.

Proposed changes to the Municipal Development Plan (Volume 1):

Policy section	Proposed changes
5.1	<ul style="list-style-type: none"> Emphasizes the focus of Part 5 is supporting growth and change to realize the MDP’s vision and key directions. The introduction highlights the city-wide goals and policies: <ul style="list-style-type: none"> related to land use, transportation and, where and how Calgary grows.
5.2 and Figure 5.2 a	<ul style="list-style-type: none"> Clarifies the strategic framework for growth and change is outlined in Section 5.2. Increases emphasis on strategic growth and achieving the plan's goals. Updates Figure 5.1 and replace with new Figure 5.2 a to better reflect the policy of the strategic framework (section 5.2) and alignment with the Next Generation Planning initiative which will address gaps in existing policies and support the implementation of the MDP and CTP. Policy is introduced guiding The City to apply the policies of Strategic Framework for Growth and Change (section 5.2) to its strategies for growth.
5.2.1	<ul style="list-style-type: none"> Adds greater emphasis of the significant role Calgary plays in the region. <i>5.2.1 (b) engagement policy amended to include community groups, including community associations.</i>
5.2.2	<ul style="list-style-type: none"> Expands section title to “Strategic decisions on where we grow” to place emphasis on the role this section plays in The City achieving a more sustainable development pattern. Introduces a “balanced growth boundary” to increase the clarity where growth should be encouraged to achieve balanced growth and a more compact urban form.

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5.2.3	<ul style="list-style-type: none"> Expanded section title to "Balanced, compact growth and planned land supply." Sections 5.2.3 and 5.2.4 have been merged. Emphasizes the importance of maintaining a 15-year land supply and 5-year services lands. Added criteria around initiation of local area plans in support of compact city goals and land supply targets. <i>5.2.3 (c) engagement policy amended to include community groups, including community associations.</i>
5.2.4	<ul style="list-style-type: none"> Merged with 5.2.3 to support balanced growth and to remove perceptions of developed and developing areas being in competition.
5.2.5	<ul style="list-style-type: none"> Places emphasis on prioritizing growth and investment, particularly when funds are constrained. Places emphasis on The City supporting growth and change decisions, which will support fiscal sustainability over the long-term. Expands section on land supply policy previously located in section 5.2.3.
5.2.6	<ul style="list-style-type: none"> Update reflects current infrastructure and planning decision processes. Revised to increase emphasis on integration of service and department being focused on delivering tangible results with efficiency.
5.2.7	<ul style="list-style-type: none"> Expanded section title to "Public accountability – leveraging growth and change to benefit Calgarians." It is proposed that separate criteria for preparing Local Area Plans and making growth decisions be adopted to support growth is aligned to the plan's goals and to achieve multiple benefits, and should: <ul style="list-style-type: none"> advance the overall objectives of the MDP and CTP a demonstrated need for planned land for developing, or future greenfield areas maximizing the cost/benefit of using existing infrastructure. Support communities facing redevelopment pressure related to market demand Advance the goals of the Social Wellbeing Policy. For new development a comprehensive accounting of City capital and operating costs.
5.3	<ul style="list-style-type: none"> Additional policy supporting updating strategies and goals based on monitoring findings.
Map 1	<ul style="list-style-type: none"> The map has been amended to include the Balanced Growth Boundary concept proposed for section 5.2.2.
Glossary	<ul style="list-style-type: none"> A definition for the Balanced Growth Boundary has been added.

Proposed changes to the Calgary Transportation Plan:

Policy section	Proposed changes
Glossary	<ul style="list-style-type: none"> A definition for the Balanced Growth Boundary has been added.

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Topic Area: Housekeeping Amendments

To keep the MDP and CTP relevant and current, several housekeeping changes are proposed. The intention with these changes is to update outdated information, use current definitions and add clarity where possible. The proposed changes should not result in any change to the application of policies.

In some parts of both plans, data was used to help articulate an issue. Where possible, this data has been updated with the most recent information. Where found, small grammatical and spelling mistakes have been addressed. Updating the names of City plans and strategies has been done where needed. These changes are visible in the red-line version but not listed here.

Map updates have been undertaken and a list of map revisions is available separately.

Proposed Changes common to both the Municipal Development Plan (Volume 1) and the Calgary Transportation Plan

Policy section	Proposed changes
Throughout	<ul style="list-style-type: none"> Change to reflect the use of the term “natural infrastructure” in place of “green infrastructure” where appropriate.
Throughout	<ul style="list-style-type: none"> References to the Calgary Regional Partnership have been revised to reflect the current Calgary Metropolitan Growth Board. The corresponding glossary definitions have also been updated.
Throughout	<ul style="list-style-type: none"> Remove the term ‘3-year’ from references to the City of Calgary business planning cycle.
Throughout	<ul style="list-style-type: none"> Added clarity that an Area Structure Plan may provide guidance on topics when there is an absence of a Regional Context Study.
Throughout	<ul style="list-style-type: none"> <i>Replacement of ‘Centre City’ with ‘Greater Downtown’, reflecting an outcome of the review and revisions being prepared to the Centre City Plan.</i>
Glossary	<ul style="list-style-type: none"> Remove Mobility Assessment Plan Definition (term is no longer used). <i>Revise the definition of ‘Centre City’ to refer to ‘Greater Downtown’.</i> <i>Add a definition for ‘wheeling’.</i>

Proposed changes specific to the Municipal Development Plan (Volume 1):

Policy section	Proposed changes
Front of document	<ul style="list-style-type: none"> Added a land acknowledgement to recognize the legacy and history of the indigenous community on the lands that make up modern-day Calgary. Note, a separate project, looking at more fully integrating indigenous perspectives is planned as an implementation item.
1	<ul style="list-style-type: none"> Added introduction language explain the general purpose of the MDP with respect to the Municipal Government Act (MGA). <i>Introduction expanded.</i>
1.1	<ul style="list-style-type: none"> Removed dated language and updated the name of the section

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	<ul style="list-style-type: none"> Moved the sustainability principles and key directions formerly under section 1.3.3 to this section.
1.2	<ul style="list-style-type: none"> Minor changes to update the organization of the MDP. <i>Second bullet. Revise the words "regional authorities and legislation" to "regional authorities and policies".</i>
1.3	<ul style="list-style-type: none"> Section now provides an updated planning hierarchy. 1.3.1 is new content explaining Calgary's role as a regional partner. 1.3.2 has been added to describe the South Saskatchewan Regional Plan. Content about the Calgary Regional Partnership has been replaced with content on the Calgary Metropolitan Region Board (CMRB). Content has been added about the role of Intermunicipal Development Plans. Content has been updated about the role of other strategic plans. <i>Update to Figure 1-1</i>
1.4	<ul style="list-style-type: none"> Section has been reworked to better reflect planning processes Content around Volume 2 guidebooks has been added to a new section (1.4.4) Content describing the role of the forthcoming <i>Guidebook for Great Communities</i> has been included. <i>References to the Guidebook for Great Communities has been removed pending its refinement and approval.</i> Content on the ongoing sustainment of the MDP (former 1.4.9) has been moved to a new section 1.5. <i>Update to Figure 1-3</i>
1.5	<ul style="list-style-type: none"> Content from former sections 1.4.9, 1.5 and 1.6 have been combined into a new section on review and amendments.
1.6	<ul style="list-style-type: none"> Clarification around the use of the term "should" was added.
2.2.5 a.	<ul style="list-style-type: none"> Replace 'ground oriented' with 'limited scale or low scale' to be consistent with the proposed built form categories in the <i>Guidebook for Great Communities</i>. <i>Direct references to the Guidebook for Great Communities has been removed pending its refinement and approval.</i>
2.2.5	<ul style="list-style-type: none"> Change "require comprehensive plans" to "detailed site design" Change "Large redevelopment sites" to "Comprehensive Large Site". These changes align with proposed language in the <i>Guidebook for Great Communities</i>. <i>Direct references to the Guidebook for Great Communities has been removed pending its refinement and approval.</i>
2.3	<ul style="list-style-type: none"> Incorporate "local food production, processing, sales, and programming on-site or within community facilities" into policy as new policy (f). This change aligns with proposed language in the <i>Guidebook for Great Communities</i>. <i>Direct references to the Guidebook for Great Communities has been removed pending its refinement and approval.</i>
2.3.3 Objective	<ul style="list-style-type: none"> Update to reflect current language, without changing the overall objective.

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	<ul style="list-style-type: none"> The proposed language in the MDP Heritage section enables the Guidebook(s), Heritage Conservation Tools and Incentives project, and future heritage initiatives without assuming the will of Council.
2.3.3 Preamble, Policies a.- g.	<ul style="list-style-type: none"> Replace outdated terminology with current language while keeping the overall message and policy direction consistent. (i.e. 'historic' to 'heritage', 'preservation' to 'conservation', 'buildings/districts' to 'resources/sites'). Replace the existing callout box with the <i>Historical Resources Act</i> definition of 'historic resource' with the new City definition.
2.3.4 preamble, Policies a. & f.	<ul style="list-style-type: none"> Incorporate language consistent from the <i>Our BiodiverCity</i> plan that aims to provide a framework to foster more ecological resilient, biologically diverse open space and neighbourhoods that support positive outcomes for Calgarians, visitors, wildlife and plant communities.
2.3.6 preamble	<ul style="list-style-type: none"> Add 'equitable' to list of principles to represent characteristics of recreation services and community facilities to achieve active and vibrant neighbourhoods. This aligns with The City's <i>Social Wellbeing Policy</i>. <i>References to equity have been focused on in new Section 2.3.8.</i>
2.3.7 c.	<ul style="list-style-type: none"> 'Equitable' was added to 'effective community consultation and participation' to reflect the principles of the Social Wellbeing Policy. The City can reduce barriers regarding dialogue and/or actions to address important public issues to all Calgarians. <i>References to equity have been focused on in new Section 2.3.8.</i>
2.4.1 e.	<ul style="list-style-type: none"> Revised wording to provide clarity. Policy direction remains the same.
2.4.2	<ul style="list-style-type: none"> Replaced the term 'tall building' with 'taller building' to reflect that the height of the building is related to the width of the road right-of-way, so in some cases, buildings that might not be considered tall in isolation may be taller buildings in the context of a street. Policy (d) has been revised to focus on site design rather than require a comprehensive plan.
2.2.4 b. vi.	<ul style="list-style-type: none"> Added 'equitable' language to align with the principles of the <i>Social Wellbeing Policy</i>. The result of equity is that all people can benefit equally from City services. <i>References to equity have been focused on in new Section 2.3.8</i>
3.7	<ul style="list-style-type: none"> Language in the Industrial Area typologies has been refreshed to recognize the economic importance of these areas and the need to protect them from non-industrial encroachment. <i>To support increased clarity, Policy 3.7.1 (f) has been refined.</i> <i>Policy 3.7.2 (a) through (c) has been refined to support increased alignment between them.</i>
4.3.3	<ul style="list-style-type: none"> Spell out the acronym AVPA (Airport Vicinity Protection Area).
Glossary	<ul style="list-style-type: none"> Remove the term "Built Environment" from "Built Environment, or Built Form" glossary definition to align with the <i>Guidebook for Great Communities</i>. <i>Direct references to the Guidebook for Great Communities has been removed pending its refinement and approval.</i>

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Glossary	<ul style="list-style-type: none"> Change the definition of “land use bylaw” to align with the <i>Guidebook for Great Communities</i>. <i>Direct references to the Guidebook for Great Communities has been removed pending its refinement and approval.</i>
Glossary	<ul style="list-style-type: none"> Change the definition of “public realm” to align with the <i>Guidebook for Great Communities</i>. <i>Direct references to the Guidebook for Great Communities has been removed pending its refinement and approval.</i>
Glossary	<ul style="list-style-type: none"> <i>Added a definition for "Calgary Metropolitan Region Board Growth Plan" acknowledging both the current interim plan and the future plan when approved. This assists in not requiring a future amendment once the new plan is approved.</i>

Proposed changes specific to the Calgary Transportation Plan:

Policy section	Proposed changes
Throughout	<ul style="list-style-type: none"> References to the Primary Cycling Network have been revised to reflect the recent Council approval of the “5A” Network (Always Available for All Ages & Abilities) Guiding Principles for prioritized walking and wheeling infrastructure in Calgary.
3.3 d.	<ul style="list-style-type: none"> Housekeeping edit to <i>remove</i> “council-approved” from performance standard for transit service. Transit service has performance targets, but there are no minimum standards that they are required to meet. <i>Incorporation as appropriate of elements of the Community Mobility Improvements Style Guide (draft), including the use and definition of the term ‘wheeling’.</i>
3.8 b.	<ul style="list-style-type: none"> Remove this policy to reduce the application burden, as the measure has not proven to be very effective.
Appendix B	<ul style="list-style-type: none"> Revise the title of the appendix to clarify that the criteria within are for all watercourse crossings, not just rivers (specific application of the criteria will vary depending on the guiding policy statement).
Glossary	<ul style="list-style-type: none"> <i>Add a definition for the “Calgary Metropolitan Region Board Growth Plan”, consistent with that included in the MDP.</i>
Map 1	<ul style="list-style-type: none"> Map 1 has been temporarily omitted and will be replaced by a map consistent with the recently approved Pathway and Bikeway Plan. This is expected to be available in 2020 April.
Map 5	<ul style="list-style-type: none"> Some additional Goods Movement routes have been identified or adjusted given network development since 2009. A more comprehensive review of the network is expected as a future piece of work.
Map 6	<ul style="list-style-type: none"> Some HOV routes have been extended where additional network has been developed.

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Topic Area: **Prosperous Economy**

Calgary is home to an innovative and diverse economy. It is ranked among the most livable and affordable cities globally. Despite an economic de-acceleration beginning in 2015, Calgary continues to experience a positive GDP rate and population growth. It is anticipated the City's economy will continue to improve. City led economic initiatives will further support attracting new businesses and residents to Calgary and help retain existing ones.

Economic initiatives underway include the Calgary Comeback, Downtown Strategy and partnerships with Calgary Economic Development. Each of these are aligned with the present *Section 2.1 Prosperous Economy* objectives and policies. This alignment suggests the Section is responding to and adaptable to Calgary's present and emerging condition.

With Section 2.1 functioning well, when the MDP scope was revised, the need for a technical update, or major amendments, was not seen as crucial. *Section 2.1 Prosperous Economy* maintains its existing objectives and policies and supports Calgary vision for a city that supports:

- economic development which is adaptable and increasingly diverse;
- a high quality of life which maintains and attracts people and businesses;
- a strong skilled workforce and prosperity; and.
- sustainable municipal financial decisions.

The MDP is now and will remain committed to building a globally competitive city and Section 2.1 amendments are summarized below:

TABLE - Policy-specific details

Policy section	Proposed Changes
2.1	<ul style="list-style-type: none"> • New introduction. • Language updated to reflect the “Calgary in the New Economy” strategy, which emphasizes 13 key initiatives to support the economy, and the focus on existing and emerging industry clusters.
2.1.1	<ul style="list-style-type: none"> • Introduction broadens the lens of attraction with a greater focus on talented and skilled residents.
2.1.2	<ul style="list-style-type: none"> • Policy 2.1.2(d) references complete communities to support the multi-community planning. and <i>Guidebook for Great Communities</i>. • <i>Direct references to the Guidebook for Great Communities has been removed pending its refinement and approval.</i> • <i>Policy 2.1.2 (a) has been updated to encourage The City to make sure it "competitively attracts and enhances economic activity".</i>
2.1.3	<ul style="list-style-type: none"> • The levels of government have been rearranged to reflect the levels of economic support they may offer.
2.1.4	<ul style="list-style-type: none"> • Heading has been expanded to place emphasis on the existing policies goal of prioritizing and long-term benefits.

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Topic Area: **Development Next to Freight Rail Corridors**

There is a large presence of freight rail network within the boundaries of the City of Calgary, owned and operated by both the Canadian Pacific Railway (CP) and Canadian National Railway (CN). The rail network is a strong contributor to the economic growth and prosperity for Calgary and the region and will be a long-term fixture within Calgary’s boundaries. With the increasing awareness for potential risks of accidents and the impact of train derailments, and the increasing demand for development, Council approved the *Development Next to Freight Rail Corridors Policy* to guide development along freight rail corridors. This is to ensure that a consistent risk management approach is employed to mitigate the potential impact of safety and noise associated with freight rail operations.

As the *Development Next to Freight Rail Corridors Policy* is not a statutory policy, it is important that we reference this policy in the MDP to provide statutory weight to the policy. Below are the proposed changes to incorporate this policy into the MDP.

Proposed changes to the Municipal Development Plan (Volume 1):

Policy section	Proposed changes
4.5 (new section)	Include a new section and policy to ensure that all development next to freight rail corridors must comply with the requirements of the Development Next to Freight Rail Corridors Policy.

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Topic Area: **Shaping a more compact urban form**

This section describes the vision for a long-term pattern of growth and development in Calgary over the next 60 years and provides policies that will continue to create that form of city over the next 20 years. Shaping a more compact urban form aims to direct future growth of the city in a way that fosters a more compact efficient use of land, creates complete communities, allows for greater mobility choices and enhances vitality in local neighbourhoods.

The City's continued work to direct and plan for balanced growth ensures that we sustain and promote a healthy environment and an urban economy where people, businesses and neighbourhoods thrive. The aim of achieving a balance of growth means encouraging more development within existing areas of the city than was previously encouraged, and directing a larger portion of new housing and jobs within higher intensity, mixed-use areas that are well connected and served by high-quality transit. These areas include Activity Centres and Main Streets with retail and business districts supporting higher density, more diverse forms of housing, public and essential services, and amenities for Calgarians. At a citywide level a more dense urban form reduces the cost of service provision and requires less revenue in the form of taxes to provide the quality of life that Calgarians enjoy.

Through our engagement process it was recognized that we are moving towards the outcomes of our plans in several ways. To further advance the vision, fill in policy gaps and address current challenges, a focused suite of amendments was developed to guide decision-making in a manner that recognizes the inter-related challenges Calgary's communities face. At a high level these include: a continued focus on redevelopment in key intentional areas; supporting communities undergoing significant change; clarifying the role of identity and character as communities change, and advance social equity through increased opportunities and access for everyone.

Proposed changes to the Municipal Development Plan (Volume 1):

Policy section	Proposed changes
2.1.1 Preamble	<ul style="list-style-type: none"> Remove wording specifically referring to 'low density' neighbourhoods as all existing neighbourhoods, no matter their form and density, should benefit from more predictable redevelopment.
2.2.1 a. i.	<ul style="list-style-type: none"> The policy has been revised to indicate that the desired outcome of this policy is to achieve a 'mix of uses across the area', not 'mixed-use parcels'. Requiring every parcel to be mixed use within an Activity Centre or Main Street is unsustainable and counterproductive to the overall goal of these areas. This policy language more accurately describes that the mix of uses is to be accomplished over the entire area of an Activity Centre or Main Street rather than on every site and in every building.
2.2.1 a. vii.	<ul style="list-style-type: none"> Highlight that the role of the public realm within Activity Centres and Main Streets is to be one of 'vibrant activity' first and foremost, which in turn promotes walking and local connectivity.
2.2.1 b. i, ii,	<ul style="list-style-type: none"> Remove wording specifically referring to 'low density' neighbourhoods as this policy should apply to all neighbourhoods, no matter their form and density.

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	<ul style="list-style-type: none"> • <i>Updated sections reintegrate "low density".</i> • Amend language around height and density transitions for greater accuracy of desired outcome.
2.2.1 g	<ul style="list-style-type: none"> • <i>Proposed policy reflects ongoing initiatives and directs development to Activity Centres, Main Streets and Transit Oriented Development areas.</i>
2.2.2 Preamble	<ul style="list-style-type: none"> • Add language highlighting the importance of transit service with the intent to address the value of transit to people before discussing how to best support it. • <i>Update on complete communities with "Think 15 minutes" with illustration.</i>
2.2.4 Preamble	<ul style="list-style-type: none"> • Amend language in the preamble to provide clarity and certainty in explaining the concept of 'complete communities' and how it links to preferred city structure.
2.2.4 b. i., iv, vi, xi., c. iii.	<ul style="list-style-type: none"> • Add 'equitable' language to align with the principles of the <i>Social Wellbeing Policy</i>. • <i>References to equity have been focused on in new Section 2.3.8.</i>
2.2.4 b. iii.	<ul style="list-style-type: none"> • Add language to provide a more detailed description of 'day-to-day needs' to provide better direction towards the desired outcomes and align with <i>Calgary Eats! A Food System Assessment and Action Plan</i>. Through the implementation of <i>Calgary Eats!</i>, The City is facilitating improved access to healthy food to consumers while creating favourable conditions to ensure the investments needed to increase food production, processing and distribution capacities can be realized.
2.2.4 b. v.	<ul style="list-style-type: none"> • Add 'resiliency' and 'pride in ones' community' to provide a more detailed description of this component of complete communities. Urban resilience is the capacity of individuals, institutions, businesses and systems within a city to adapt, survive and thrive no matter what kind of chronic stresses and acute shocks they experience.
2.2.4. b. vii.	<ul style="list-style-type: none"> • Revise this criteria to expand the scope of activities related to food production in alignment with <i>Calgary Eats! A Food System Assessment and Action Plan</i>.
2.2.4. b. viii.	<ul style="list-style-type: none"> • Replace 'worship' with 'celebration' because it is more inclusive than 'worship'. • <i>Throughout the MDP and CTP returned to the use of 'Places of Worship'.</i>
2.2.4 b. x	<ul style="list-style-type: none"> • Added resilient environment to the criteria.
2.2.4 b. xii	<ul style="list-style-type: none"> • Revise the criteria to include natural infrastructure.
2.2.5 c.	<ul style="list-style-type: none"> • Provide specific direction to consider to the policies of section 2.3.2 when applying this policy.
2.2.5. e.	<ul style="list-style-type: none"> • Policy has been deleted as it is redundant with 2.4.2. d.

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Topic Area: **Transit**

High quality transit service is essential for the creation of vibrant and attractive cities, and improves the social, economic, and environmental health of Calgary’s communities. Calgary Transit provides two levels of service, the Primary Transit Network (PTN) which is a permanent network of high frequency transit service and a base transit service that provides a range of services that connect to the PTN. Transit and land use decisions are linked so that compact, mixed-use, pedestrian friendly developments are located along primary transit network corridors and supported by timely investment in transit.

Policy review from the Next 20 process indicates support for existing policies, but operating funding remains a challenge. Current funding levels create challenges servicing the PTN, maintaining the transit fleet and facilities, and providing base service to new communities. The PTN has been adjusted and expanded to reflect the implementation of the MAX BRT routes and the commitments made in community plans.

The most significant changes to transit policies relate to the provision of regional transit. The Calgary Regional Partnership (CRP) approved a regional transit plan in 2009 that was not adopted by the Calgary Metropolitan Region Board (CMRB) when it was formed after the CRP’s dissolution. The CMRB is currently looking at regional servicing needs and Calgary Transit’s participation in regional transit planning needs to be part of a coordinated approach towards regional requests for City services.

Note: Report TT2016-0851 West LRT – Mount Royal University Rail Connection Feasibility recommended that the CTP/MDP update review the suitability of a rail connection from the Blue Line to Mount Royal University primary transit linkage. This report was approved before the scope to the CTP/MDP update was reduced. As a result, a detailed review of the corridor characteristics is not in scope. This connection will remain on the Primary Transit Network map as a connection with the transit type to be determined. Specific details of this route will be provided through a future *RouteAhead* update.

Proposed changes to the Municipal Development Plan (Volume 1)

Policy section	Proposed changes
2.5.2	<ul style="list-style-type: none"> Make minor changes to the regional transit objectives to reflect changes in regional governing structures.

Proposed changes to the Calgary Transportation Plan

Policy section	Proposed changes
3.3 Preamble	<ul style="list-style-type: none"> <i>Under Primary Transit Network, change from “...over an extended operating period...” to “..., at least 15 hours a day...”</i>
3.3 a.	<ul style="list-style-type: none"> Revise this policy to reflect the change of focus in the regional board. The Calgary Regional Partnership was dissolved in 2018 due to the implementation of the Calgary Metropolitan Region Board.
3.3 i.	<ul style="list-style-type: none"> Enhance to increase the priority of transit optimization strategies along transit corridors.

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Appendix A	<ul style="list-style-type: none"> Revisions have been made to reduce redundant content about the Primary Transit Network, and remove specific content on regional transit (since this is pending the outcome of CMRB work).
Map 2	<ul style="list-style-type: none"> Revise Map 2 to reflect changes in investment in the primary transit network.
Map 3	<ul style="list-style-type: none"> Revise Map 3 to reflect the construction of the West LRT and the proposed Green Line alignment.
Map 4	<ul style="list-style-type: none"> Remove Map 4 while a new regional servicing strategy is being developed. Replace Map 4 with the new regional transit servicing map when it is approved.

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Topic Area: **Transportation Infrastructure Investment**

Investment in transportation infrastructure is directly addressed in the Calgary Transportation Plan in Part 2 “Implementation through strategic investment”. Stakeholder engagement, policy review and coordination with the Municipal Development Plan review identified several issues that warranted inclusion and commentary.

Part 2 of the CTP has been changed to:

- Reinforce in discussion and policy the role of the ‘MDP Framework for Growth and Change’ in guiding growth decisions in Calgary;
- Recognize in discussion and policy the role of Infrastructure Calgary, created after the approval of the CTP in 2009;
- Revise policies for clarity (see table below); and
- Add new policies (see table below)

Proposed changes to the Calgary Transportation Plan

Policy section	Proposed changes
Part 2 Preamble	<ul style="list-style-type: none"> • <i>Revision to maintain consistency with the land use typologies employed in Map 1 Urban Structure of the MDP.</i>
Part 2 a.	<ul style="list-style-type: none"> • Revise to provide additional clarity on the requirement for alignment and coordination.
Part 2 e.	<ul style="list-style-type: none"> • Revise to provide additional detail in the characteristics of the funding sources that should be identified and pursued.
Part 2 g.	<ul style="list-style-type: none"> • Revise to include “transportation strategic plans” as sources of infrastructure and implementation strategies.
Part 2 h.	<ul style="list-style-type: none"> • Add to ensure the integration of the long-term goals and objectives of the MDP and CTP into capital management and investment planning processes.
Part 2 i.	<ul style="list-style-type: none"> • Add to address the risk of deferral of high priority investments due to a lack of uncommitted capital funding.

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Topic Area: **Transportation Network Connectivity**

Local network connectivity describes all the different ways we can get from one place to another by any travel mode. This movement can happen on one or more the transportation networks, and the organization of these networks has a significant effect on how people travel. These networks support travel for any reason, including to work, school, social or recreational, or commercial activities. Improving connectivity in communities decreases emergency services response times, improves the transportation modes available to people and reduces the time spent travelling.

Feedback through the Next 20 process indicated that the policies in Section 3.8 of the CTP were generally effective, but the calculation requirements of the connectivity index were cumbersome. A review of the policies and a sample of new outline plans was undertaken to see if connectivity has improved since the CTP was approved in 2009. The analysis shows that connectivity is improving because of these policies. The number of cul-de-sacs in new communities is significantly less, streets and pathways have increased connection points and average block lengths have been reduced (Table 1).

Table 1: Local Network Connectivity Indicators

Indicator	1980s	1990s	2000s	2010s
Number of cul-de-sacs # per square km	8.3	8.0	5.6	3.3
Average length of cul-de-sac (km)	2.2	2.0	2.0	0.9
Street Connectivity Index	1.47	1.43	1.53	1.67

To continue improving connectivity in new developments across Calgary, enhancements are being proposed to streamline and improve connectivity in new and existing communities. Many of the current policies have already been successful in improving street and active transportation connectivity. The changes proposed strengthen temporary access policies and remove design targets that increased application burden but provided little value.

Proposed changes to the Municipal Development Plan (Volume 1):

The connectivity policies in section 2.5.4 (Local transportation connectivity) were reviewed and the objective and policy for this section are still appropriate. No changes are proposed.

Policy section	Proposed changes
Glossary	<ul style="list-style-type: none"> Removed reference to the connectivity index.

Proposed changes to the Calgary Transportation Plan

Policy section	Proposed changes
3.8 Preamble	<ul style="list-style-type: none"> Removed reference to the obsolete Connectivity Handbook document.

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3.8 b.	<ul style="list-style-type: none">• Policy will be removed as it increased application burden without improving connectivity in new communities. This policy required quantifying street and active mode connectivity within new developments. However, neither the measures nor the targets for success were defined so the policy was rarely applied. Further, other policies were successful at improving the connectivity in Calgary's new communities.
3.8 g.	<ul style="list-style-type: none">• Revisions and additions to the wording of the policy strengthen the existing policy by ensuring that temporary access points to new developments are accessible to the public. The policy still maintains the flexibility to allow temporary access points available to emergency vehicles only, if access is maintained by the developer year-round until a permanent, public access point is built.

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Topic Area: **Transportation Strategic Plans**

The Cycling Strategy, *Route Ahead Strategic Transit Plan*, the *Calgary Safer Mobility Plan*, the *Complete Streets Guide and Policy*, the *StepForward Pedestrian Strategy*, *Calgary Parking Policies*, the *Future of Transportation in Calgary*, the *Goods Movement Strategy*, and *Calgary's Electric and Low-Emissions Vehicles Strategy* (all referred to hereafter as the “transportation strategic plans”) were addressed or anticipated in a variety of sections within the *Calgary Transportation Plan*. Stakeholder engagement and policy review identified several issues that warranted discussion, policy changes or policy additions. Please see the table below for proposed changes.

Proposed changes to the Calgary Transportation Plan

Policy section	Proposed changes
1.8	<ul style="list-style-type: none"> Additional content showing the relationship between the CTP and strategic plans, and describing aligned decision making
3.1 a.	<ul style="list-style-type: none"> Revise to strengthen the language requiring consideration of the needs of sustainable modes, in order to improve compliance and to reflect the importance of sustainable modes in achieving the long-term goals and objectives of the CTP.
3.2 Preamble	<ul style="list-style-type: none"> <i>Revision to reflect the adoption by City Council of the 5A Network Principles.</i>
3.2 a.	<ul style="list-style-type: none"> Revise to strengthen the language requiring the provision of routes for people walking and cycling throughout Calgary, in order to reflect the importance of sustainable modes in achieving the long-term goals and objectives of the CTP.
3.2 d.	<ul style="list-style-type: none"> Revise to strengthen the language requiring the ‘emphasis’ of walking and cycling environments in Activity Centres, Main Streets, TOD sites and residential communities to reflect the critical nature of active transportation to the success of these development areas.
3.2 i.	<ul style="list-style-type: none"> Revise to reflect feedback from internal stakeholders.
3.2 j.	<ul style="list-style-type: none"> Revise to strengthen the language requiring the ‘minimization’ of disruptions to people walking and cycling, to improve compliance and reflect actions identified in <i>Step Forward</i>.
3.4 Preamble	<ul style="list-style-type: none"> Revisions to reflect recent goods movement information. Additional clarification on the role of the primary and secondary goods network has been added. <i>Revise to reflect the identification of “emerging” Goods Movement Corridor segments by the Goods Movement Strategy.</i>
3.4 c.	<ul style="list-style-type: none"> Revise to reflect feedback from internal stakeholders and redundancy with the <i>Complete Streets Guide</i>.
3.7 k.	<ul style="list-style-type: none"> Revise to reflect stakeholder feedback regarding applicability.
3.9 a.	<ul style="list-style-type: none"> Revise to reflect the wording contained in the <i>Downtown Parking Strategies</i>, which were revised after the CTP approval in 2009.
3.9 b.	<ul style="list-style-type: none"> Revise to reflect the wording contained in the <i>Downtown Parking Strategies</i>, which were revised after the CTP approval in 2009.
3.9 h.	<ul style="list-style-type: none"> Revise to reflect feedback from internal stakeholders.

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3.10 Preamble	<ul style="list-style-type: none">• Updated the elements of the integrated approach to safety as per the <i>Safer Mobility Plan</i>• <i>Revised a text box to describe the “Vision Zero” traffic safety initiative.</i>
3.10 f.	<ul style="list-style-type: none">• Add to ensure that design is applied as the principle tool for reducing operating speeds on Residential Streets, rather than relying on speed enforcement.
3.11 b	<ul style="list-style-type: none">• Added reference to The City’s <i>Access Design Standards</i>

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Topic Area: **Transportation User Experience**

User experience is not directly addressed in the Calgary Transportation Plan. It is indirectly addressed in the following sections: “Transportation choice”, “Walking and cycling”, “Transit”, “Quality of service”, “Complete Streets”, “Local transportation connectivity”, “Parking”, “Transportation Safety”, “Universal access”, “Environment and Transportation”, and “Infrastructure management”.

The topic of “user experience” has been incorporated into section 3.6 “Quality of service”. The title of the section has been revised to “Quality of service and user experience”, some of the detail on intended methodology has been removed, and policy implications have been identified

Proposed changes to the Calgary Transportation Plan

Policy section	Proposed changes
1.6	<ul style="list-style-type: none"> • Additional content outlining the consideration of user experience with respect to public engagement.
3.6 Objective	<ul style="list-style-type: none"> • Revise for clarity by removing unnecessary descriptive detail. • Add “while addressing the travel experience for all users”.
3.6 Preamble	<ul style="list-style-type: none"> • Add contextual information and a list of policy implications resulting from the incorporation of user experience in this Section: <ul style="list-style-type: none"> ○ Development and communication of a vision and goals ○ Establishment of comprehensive and meaningful customer engagement processes ○ Production of a ‘user experience action plan’ ○ Evaluation of the resulting impact to user experience • <i>Add text describing “meaningful customer engagement”.</i>
3.13 i	<ul style="list-style-type: none"> • Added policy to support designing assets to ensure efficient operation that can support ongoing user experience expectations.