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Distribution  
CITY CLERK'S DEPARTMENT

are approved by resolution of Council, following a public hearing. Such plans may include but are not limited to:

- Regional Context Studies.
- Community studies or community design briefs.
- Station area plans – Comprehensive plans for transit-oriented development.
- Corridor land use studies – Comprehensive redevelopment plans for major streets.
- Open space and park plans.

These non-statutory Local Area Plans form an important part of The City's overall planning policy direction and will also be consistent with the MDP and with relevant ASPs and ARPs.

Where Local Area Plans do not exist for a community, or where the Local Area Plan does not provide significant policy direction to inform decision-makers, the MDP, as well as relevant transportation policies and guidelines of the CTP, should be considered to inform community planning solutions.

#### **1.4.5 Outline plan and subdivision processes**

The City undertakes detailed planning and design of new communities, or the redevelopment of large areas of existing communities, through the outline plan and subdivision process. This involves design details such as the preservation of environmental areas, open space locations and reserve dedications, development patterns, land use mixes and local street networks.

#### **1.4.6 Land use amendment applications**

Not all areas experiencing development pressures have the benefit of a Local Area Plan to provide guidance to a local community or specific application. In such cases, the MDP should be used to provide guidance on

the application of an appropriate Land Use District, or identify appropriate land uses.

In areas where an approved ASP or ARP is in effect when making land use decisions, the specific policies and design guidelines of that plan will continue to provide direction. In cases where the ASP or ARP is silent, or does not provide sufficient detail on land use, development or design issues, the MDP should be used to provide guidance on the appropriate land use districts, as deemed appropriate by the Approving Authority.

#### **1.4.7 Development permit applications**

The MDP can provide direction and context to support the Approving Authority when making decisions on development permit applications. The MDP policies may be used, as applicable, to guide the use of discretion on land use or design for development permit applications made after approval of the MDP. The MDP also provides guidance within areas identified for long term urban intensification and the appropriateness for "temporary uses".

#### **1.4.8 Urban design**

Urban design policies in Part 2 set out the overall urban design vision for Calgary. The policies and guidelines are intended to inform a level of decision-making including Local Area Planning, outline plans, land use amendments and development permits. They are also relevant to city initiated design projects for public realm improvements, street corridors, open space plans, and transit station area planning.

#### **1.4.9 On-going MDP sustainment**

Administration is resourced to provide on-going support to internal and external implementers around interpretation and application of the policies, thresholds and targets of the MDP.

## 2.2.1 Vibrant, transit-supportive, mixed-use Activity Centres and Corridors

**Objective** Build and diversify urban activities in Activity Centres and Corridors.

The MDP proposes a more compact urban form for Calgary by locating a portion of new housing and jobs within higher intensity, mixed-use areas that are well-connected to the Primary Transit Network. Such areas define the strategic locations where high-quality transit and a diversity of commercial, residential and service uses currently exist, or where they could be developed over the long term. These locations have the capacity to support future residential and employment intensification in concert with the provision of high-quality urban environments and cohesive community development. Focusing most intensification to defined areas provides more certainty to the development and building industries and makes redevelopment more predictable for existing communities by lessening the impact on stable, low-density areas.

Activity Centres and Corridors will increasingly act as priority locations for:

- Accessible, safe and convenient public transit hubs along the Primary Transit Network.
- A greater variety of housing choices within or near existing residential communities.
- Higher density residential and employment concentrations outside of the Centre City.
- Local opportunities for employment and daily retail and service needs.
- Walkable destinations and local gathering places for adjacent communities.



### What is the Primary Transit Network?

It is a permanent network of high-frequency transit services, regardless of mode, that operates every 10 minutes or better, 15 hours a day, seven days a week.

### Activity Centres

Areas identified for future Activity Centres generally have a low-density built form today and an existing employment character to build upon. Their parcel size, location and built form provide the potential for comprehensive, higher-intensity development that can be integrated with the Primary Transit Network as well as with adjacent communities. Activity Centres are classified into three types:

**Major Activity Centres (MAC)** – Major Activity Centres are areas of high job and population growth located in strategic areas central to larger residential catchment areas and linked city-wide by the Primary Transit Network.

**Community Activity Centres (CAC)** – Community Activity Centres are areas of moderate job and population growth convenient to one or more communities and supported by the Primary Transit Network.

**Neighbourhood Activity Centres (NAC)** – Neighbourhood Activity Centres are smaller mixed-use areas within neighbourhood districts that are appropriate locations for local job and population intensification, in scale with neighbourhood context.

This hierarchy recognizes that all local contexts are not the same and that varying scales of development opportunity, mix of uses and levels of transit service will be needed to achieve city-wide objectives in a manner sensitive to local communities. Specific land