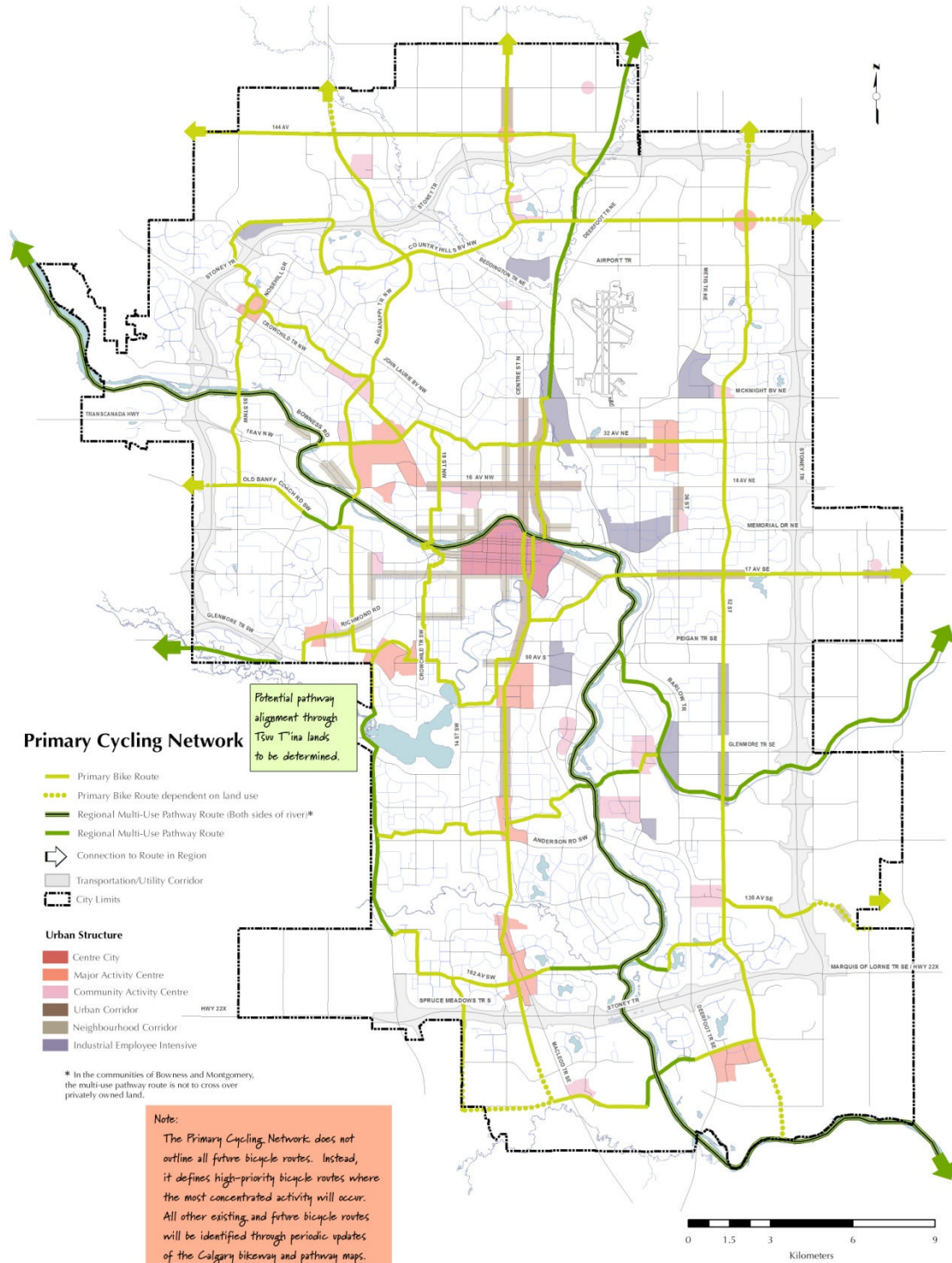Proposed Amendments to the Calgary Transportation Plan as follows:

1. Delete the existing Map 1 entitled "Primary Cycling Network" and replace with the revised Map 1 entitled "Primary Cycling Network".

2. Delete the existing Map 2 entitled "Primary Transit Network" and replace with the revised Map 2 entitled "Primary Transit Network".

3. Delete the existing Map 5 entitled "Primary Goods Movement Network" and replace with the revised Map 5 entitled "Primary Goods Movement Network".

4. Delete the existing Map 6 entitled "Primary HOV Network" and replace with the revised Map 6 entitled "Primary HOV Network".

5. Delete the existing Map 7 entitled "Road and Street Network" and replace with the revised Map 7 entitled "Road and Street Network".

Primary Cycling Network

Primary Cycling Network

— Primary Bike Route
···· Primary Bike Route dependent on land use
━━ Regional Multi-Use Pathway Route (Both sides of river)*
━━ Regional Multi-Use Pathway Route
▷ Connection to Route in Region
▨ Transportation/Utility Corridor
▢ City Limits

Urban Structure

▮ Centre City
▮ Major Activity Centre
▮ Community Activity Centre
▮ Urban Corridor
▮ Neighbourhood Corridor
▮ Industrial Employee Intensive

* In the communities of Bowness and Montgomery, the multi-use pathway route is not to cross over privately owned land.

Potential pathway alignment through Tsuu T'ina lands to be determined.

Note:
The Primary Cycling Network does not outline all future bicycle routes. Instead, it defines high-priority bicycle routes where the most concentrated activity will occur. All other existing and future bicycle routes will be identified through periodic updates of the Calgary bikeway and pathway maps.
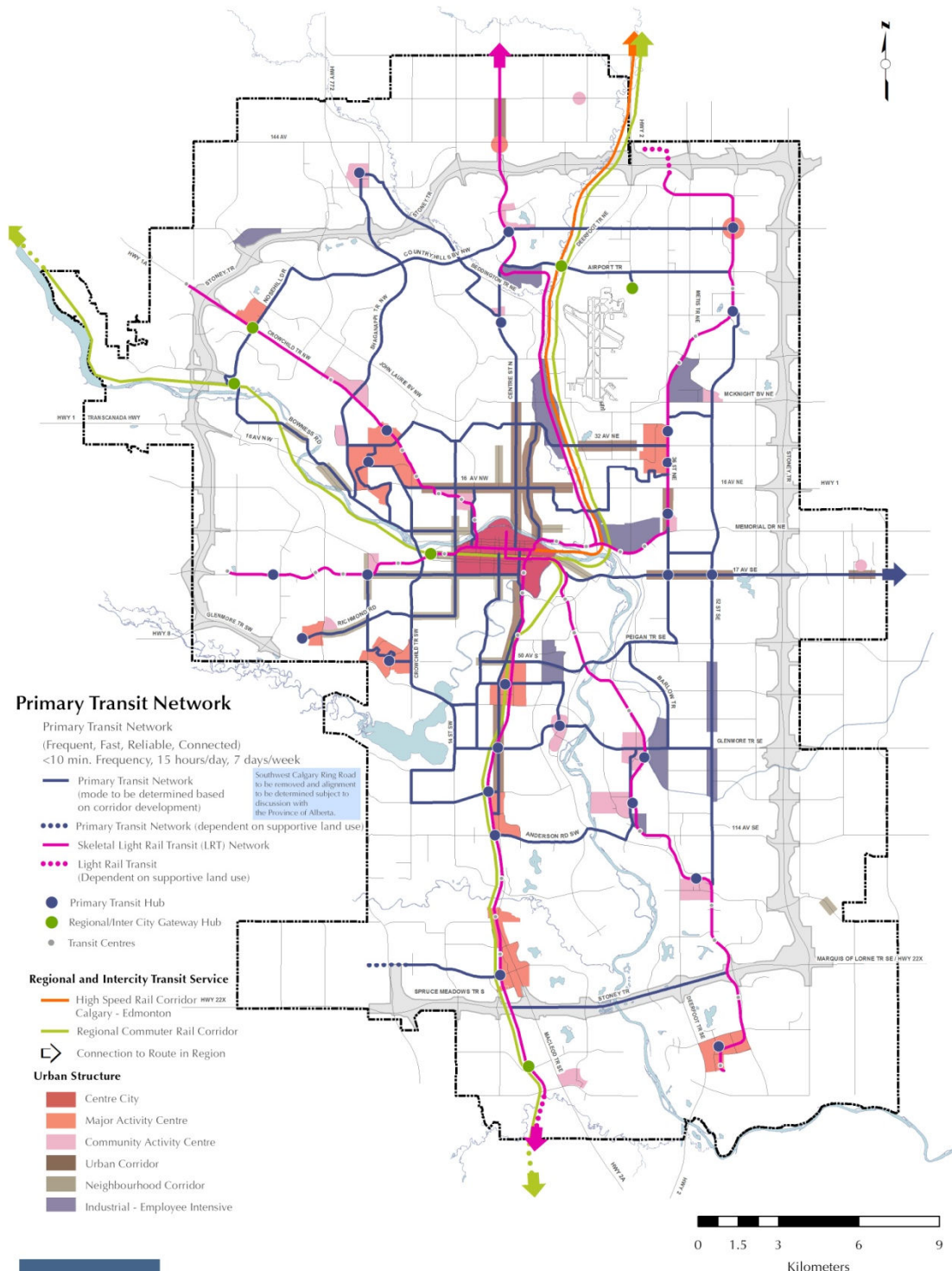
This map represents a conceptual land use structure and transportation networks for the city as a whole. No representation is made herein that a particular site use or City investment, as represented on this map, will be made. Site specific assessments, including environmental contamination, private land ownership, as well as the future financial capacities of the City of Calgary must be considered before any land use or City investment decisions are made.

1 Primary Cycling Network

X:\39_Plan_it_calgary\Business_Tech_Serv\gis\Maps_Plan\Document_Maps\CTP\PrimaryCyclingNetwork.mxd
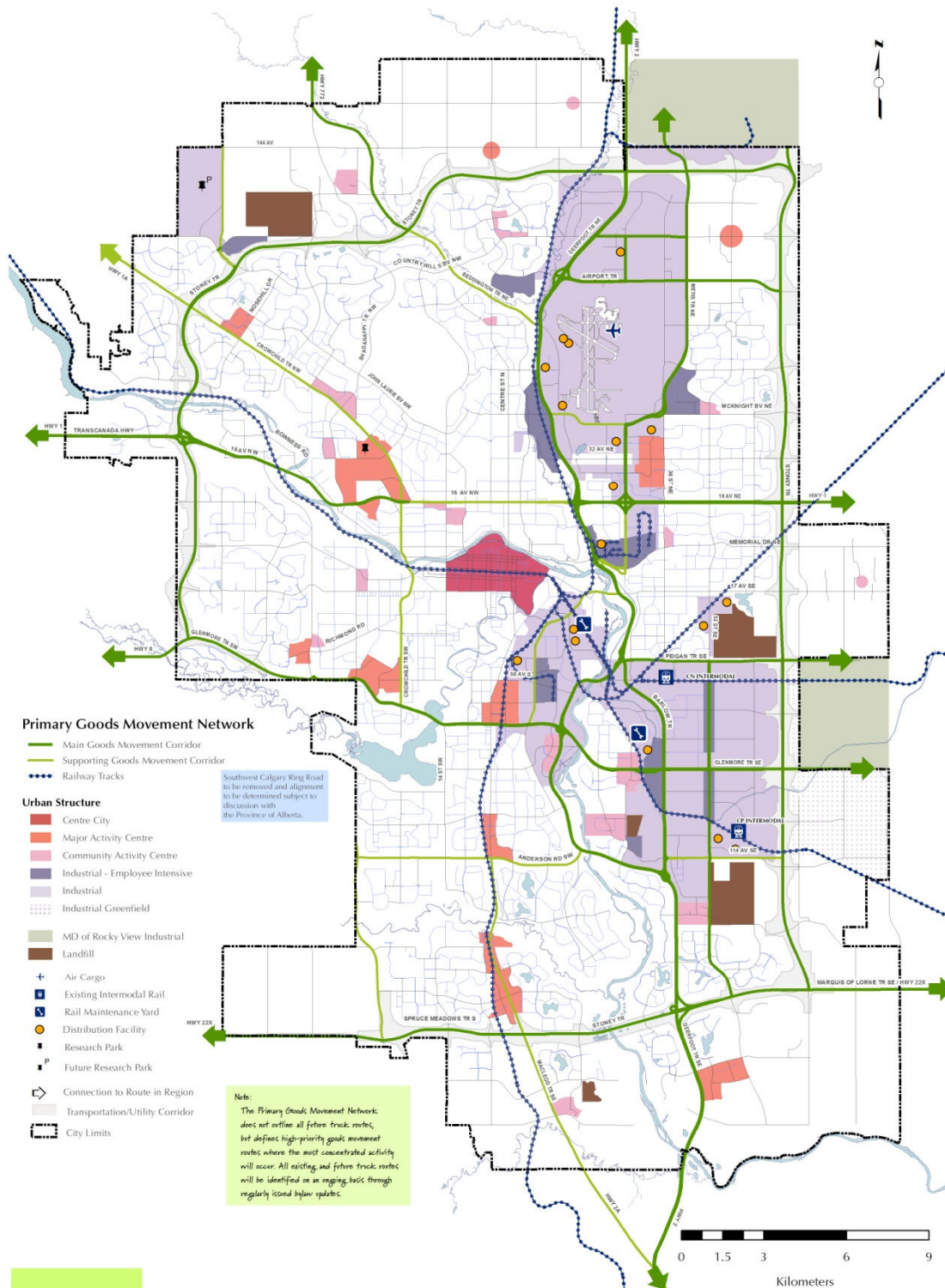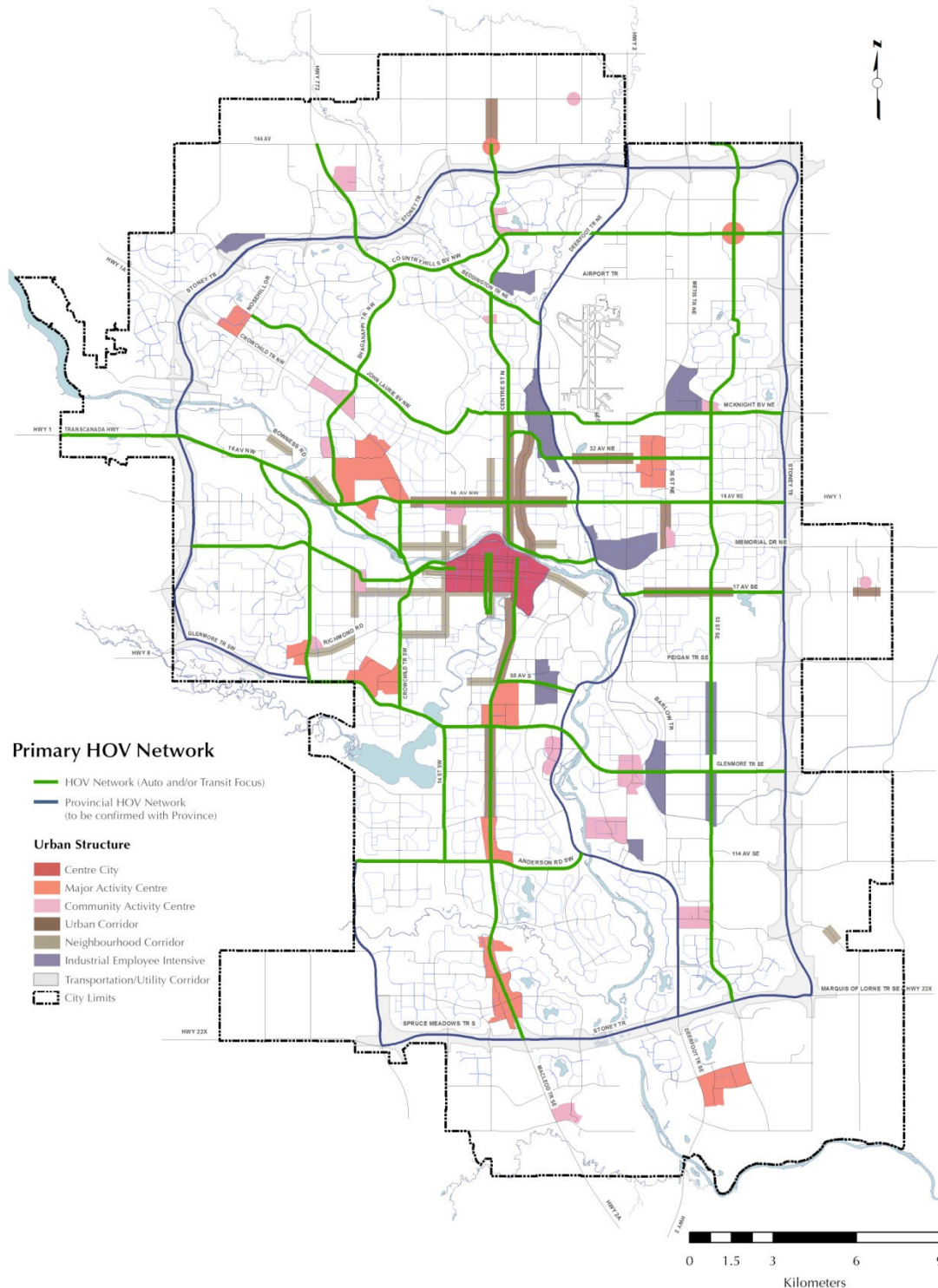
Primary Transit Network

Primary Transit Network
(Frequent, Fast, Reliable, Connected)
<10 min. Frequency, 15 hours/day, 7 days/week

— Primary Transit Network
(mode to be determined based
on corridor development)

•••• Primary Transit Network (dependent on supportive land use)

— Skeletal Light Rail Transit (LRT) Network

•••• Light Rail Transit
(Dependent on supportive land use)

● Primary Transit Hub

● Regional/Inter City Gateway Hub

● Transit Centres

Regional and Intercity Transit Service

— High Speed Rail Corridor
Calgary - Edmonton

— Regional Commuter Rail Corridor

▷ Connection to Route in Region

Urban Structure

■ Centre City

■ Major Activity Centre

■ Community Activity Centre

■ Urban Corridor

■ Neighbourhood Corridor

■ Industrial - Employee Intensive

Southwest Calgary Ring Road
to be removed and alignment
to be determined subject to
discussion with
the Province of Alberta.

0 1.5 3   6   9
Kilometers

This map represents a conceptual land use structure and transportation networks for the city as a whole.
No representation is made herein that a particular site use or City investment, as represented on this map, will be made.
Site specific assessments, including environmental contamination, as well as the future financial capacities of the City of Calgary
must be considered before any land use or City investment decisions are made.

2 Primary Transit Network

X:\39_Plan_It_calgary\Business_Tech_Serv\gis\Maps_Plan\Document_Maps\MDP\PrimaryTransitNetwork.mxd

Primary Goods Movement Network

— Main Goods Movement Corridor
— Supporting Goods Movement Corridor
••••• Railway Tracks

Urban Structure

- Centre City
- Major Activity Centre
- Community Activity Centre
- Industrial - Employee Intensive
- Industrial
- Industrial Greenfield

- MD of Rocky View Industrial
- Landfill

✈ Air Cargo
🚉 Existing Intermodal Rail
🚉 Rail Maintenance Yard
🟠 Distribution Facility
▪ Research Park
P Future Research Park

⇨ Connection to Route in Region
Transportation/Utility Corridor
City Limits

Southwest Calgary Ring Road to be removed and alignment to be determined subject to discussion with the Province of Alberta.

Note:
The Primary Goods Movement Network does not outline all future truck routes, but defines high-priority goods movement routes where the most concentrated activity will occur. All existing and future truck routes will be identified on an ongoing basis through regularly issued bylaw updates.

0 1.5 3 6 9
Kilometers

5 Primary Goods Movement Network

This map represents a conceptual land use structure and transportation networks for the city as a whole. No representation is made herein that a particular site use or City investment, as represented on this map, will be made. Site specific assessments, including environmental contamination, as well as the future financial capacities of the City of Calgary must be considered before any land use or City investment decisions are made.

X:\39_Plan_it_calgary\Business_Tech_Serv\gis\Maps_Plan\Document_Maps\CTP\PrimaryGoodsMovementNetwork.mxd

Primary HOV Network

HOV Network (Auto and/or Transit Focus)

Provincial HOV Network
(to be confirmed with Province)

Urban Structure

Centre City
Major Activity Centre
Community Activity Centre
Urban Corridor
Neighbourhood Corridor
Industrial Employee Intensive
Transportation/Utility Corridor
City Limits

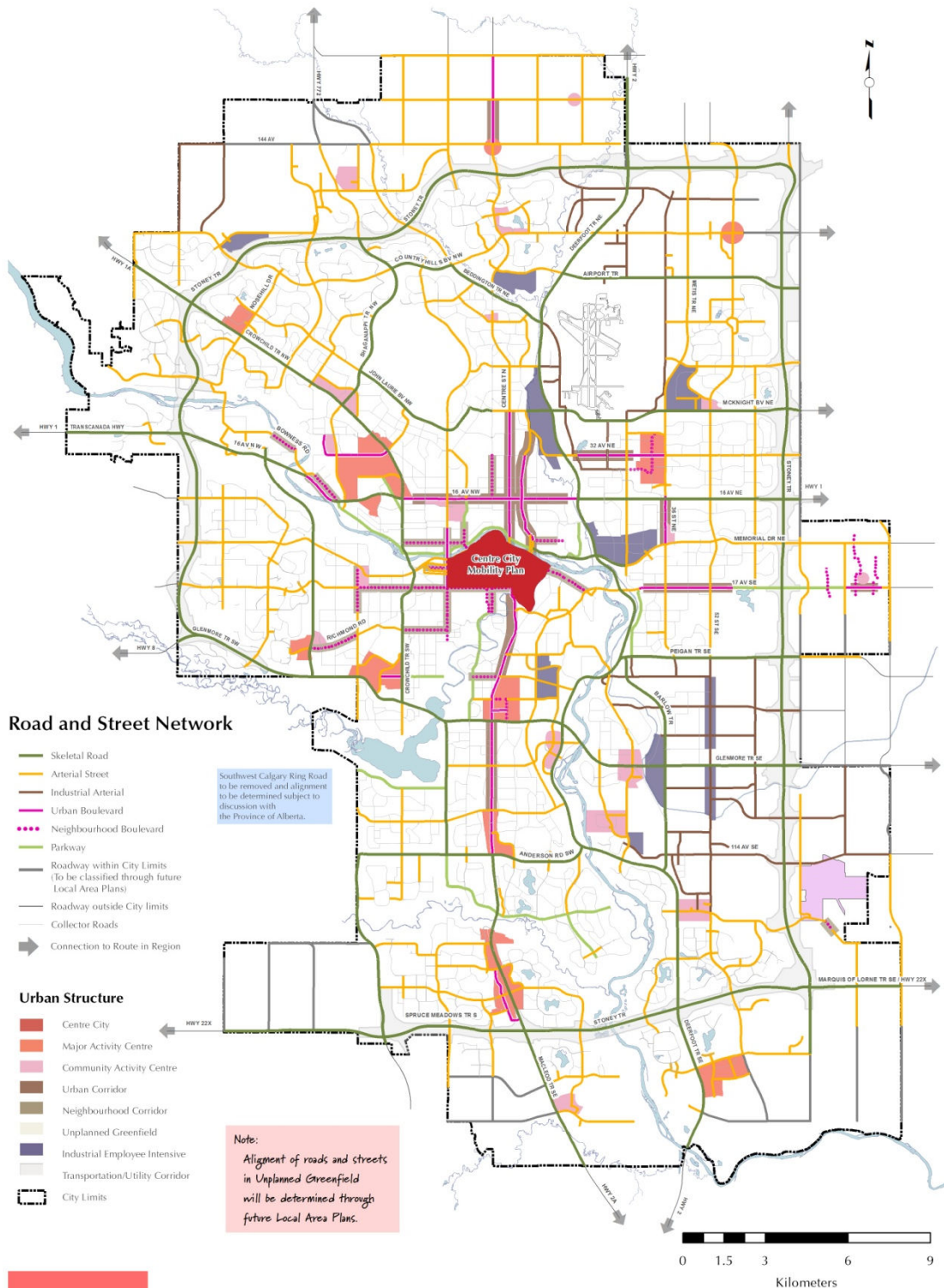| 0 | 1.5 | 3 | 6 | 9 |

Kilometers

This map represents a conceptual land use structure and transportation networks for the city as a whole.
No representation is made herein that a particular site use or City investment, as represented on this map, will be made.
Site specific assessments, including environmental contamination, as well as the future financial capacities of the City of Calgary
must be considered before any land use or City investment decisions are made.

6 Primary HOV Network

X:\39_Plan_it_calgary\Business_Tech_Serv\gis\Maps_Plan\Document_Maps\CTP\PrimaryHOVNetwork.mxd

Road and Street Network

Road and Street Network

- ──── Skeletal Road
- ──── Arterial Street
- ──── Industrial Arterial
- ──── Urban Boulevard
- •••• Neighbourhood Boulevard
- ──── Parkway
- ──── Roadway within City Limits
  (To be classified through future Local Area Plans)
- ──── Roadway outside City limits
- ──── Collector Roads
- ⬆ Connection to Route in Region

Urban Structure

- Centre City
- Major Activity Centre
- Community Activity Centre
- Urban Corridor
- Neighbourhood Corridor
- Unplanned Greenfield
- Industrial Employee Intensive
- Transportation/Utility Corridor
- City Limits

Southwest Calgary Ring Road to be removed and alignment to be determined subject to discussion with the Province of Alberta.

Note:
Alignment of roads and streets in Unplanned Greenfield will be determined through future Local Area Plans.

Centre City
Mobility Plan

0   1.5   3   6   9
Kilometers

This map represents a conceptual land use structure and transportation networks for the city as a whole.
No representation is made herein that a particular site use or City investment, as represented on this map, will be made.
Site specific assessments, including environmental contamination, as well as the future financial capacities of the City of Calgary must be considered before any land use or City investment decisions are made.

7 Road and Street Network

X:\39_Plan_it_calgary\Business_Tech_Serv\gis\Maps_Plan\Document_Maps\MDP\RoadAndStreetNetwork.mxd