

MISCELLANEOUS	ITEM NO: 02	
	FILE NO:	M-2013-018
	CPC DATE:	2013 November 21
	COUNCIL DATE:	2014 January 13
	BYLAW NO:	1P2014

CITY WIDE

RECOMMENDATION:

CALGARY PLANNING COMMISSION RECOMMENDATION TO COUNCIL:

That Council:

1. **ADOPT** the proposed amendments to the Municipal Development Plan, in accordance with the Land Use Planning and Policy recommendation; and
2. Give three readings to the proposed Bylaw.

Moved by: M. Wade**Carried: 5 – 0**

3. **ADOPT**, by resolution, the proposed amendments to the Calgary Transportation Plan, in accordance with the Land Use Planning and Policy recommendation.

Moved by: M. Wade**Carried: 5 – 0**

PROPOSAL: Amendments to the Municipal Development Plan (MDP), and the Calgary Transportation Plan (CTP).

To incorporate approved typologies and transportation alignments in the Belvedere Area Structure Plan, Keystone Area Structure Plan and South Shepard Area Structure Plan. Also the map amendments in the MDP will indicate previous Council Approval for Area Redevelopment Plans.

INTRODUCTION:

Recently, Council approved the following Area Structure Plans (ASP) and Area Redevelopment Plans (ARP):

- Keystone Hills ASP (Bylaw 15P2012) - 2012 July 16.
- Belvedere ASP (Bylaw 2P2013) - 2013 April 08.
- South Shepard ASP (Bylaw 10P2013, 13P2013) - 2013 May 06.
- 50 Avenue ARP (Bylaw 9P2013) - 2013 May 06.
- Stadium Shopping Centre ARP (Bylaw 40P2013) - 2013 July 29.
- Parkdale ARP (Bylaw 39P2013) - 2013 September 09.

The maps in the Municipal Development Plan (Bylaw 24P2009) and the Calgary Transportation Plan (approved by Resolution 2009) now need to be updated to reflect these approved changes. This item comprises the required amendments to the policy plans to incorporate the approved changes.

Maps in each of these policy plans have been updated and are shown in APPENDIX I. The approved changes are:

1. Adding MDP typologies as approved in the Keystone Hills, Belvedere and South Shepard ASPs to MDP Maps 1, 3, 4 and 5 and to CTP Maps 1, 2, 5, 6 and 7, as follows:
 - a. Keystone Hills ASP: Major Activity Centre, Community Activity Centre and Urban Corridor
 - b. Belvedere ASP: Community Activity Centre and Urban Corridor
 - c. South Shepard ASP: Neighbourhood Corridor
2. Removing approved plans on Map 2 - Growth and Change in the MDP. Removing Council approved plans from MDP Map 2:
 - a. Belvedere ASP
 - b. South Shepard ASP
 - c. Stadium Shopping Centre ARP
 - d. Parkdale Neighbourhood Activity Centre ARP
 - e. 50 Avenue SW ARP

3. Adding Arterial streets and converting rural roads to Arterial roads on Maps 1, 2, 3 and 4 of the MDP and Maps 1, 2, 5, 6 and 7 of the CTP.
4. Changing the indication of “Light Rail Transit (Dependent on supportive land use)” to “Skeletal Light Rail Transit (LRT) Network” on Centre Street N in the Keystone ASP area and changing the indication of “Primary Transit Network (dependent on supportive land use)” on 17 Avenue SE in the Belvedere ASP area to “Primary Transit Network (mode to be determined based on corridor development)” on Map 3 of the MDP and Map 2 of the CTP.

On MDP Map 3 and CTP Map 2:

- a. Keystone Hills ASP: change Centre Street N from “Light Rail Transit (dependent on supportive land use)” to “Skeletal Light Rail Transit (LRT) Network”
 - b. Belvedere ASP: change 17 Avenue SE from “Primary Transit Network (dependent on supportive land use)” to “Primary Transit Network (mode to be determined based on corridor development)”.
5. Re-classifying Centre St N in the Keystone ASP area to “Urban Boulevard”, 17 Avenue SE in the Belvedere ASP area as “Urban Boulevard”, 84 Street SE, 130 Avenue SE and 146 Avenue SE in the South Shepard ASP area to an “Arterial Street” and sections of 130 Avenue SE in the South Shepard ASP area that are contained in the Neighbourhood Corridor to “Urban Boulevard” as well as realigning the road network in the South Shepard ASP area on Map 4 of the MDP and Map 7 of the CTP.
 6. Changing the indication of “Primary Bike Route dependent on land use” to “Primary Bike Route” on 144 Avenue NW in the Keystone ASP area and 17 Avenue SE in the Belvedere ASP area. Also aligning the “Primary Bike Route dependent on land use” dotted line along the road network in the South Shepard ASP area.

Previous Council Direction

On 2012 July 16 Council gave second and third readings of Bylaw 15P2012 to approve the Keystone Area Structure Plan.

On 2013 April 08 Council gave first, second and third readings of Bylaw 2P2013 to approve the Belvedere Area Structure Plan. At this time, the following Motion Arising directed Administration to bring the affected changes to the maps in the MDP and CTP:

MOTION ARISING, Moved by Alderman Carra, Seconded by Alderman Chabot, that with respect to Report CPC2013-038, Council direct Administration to better reflect and emphasize Council’s plan for the sustainable development of Calgary:

- a. Amend relevant maps within the MDP and CTP (urban structure, skeletal transportation, etc.) to depict the central East Corridor as enhanced by the recent adoption of the Belvedere Area Structure Plan and bring these changes through the Public Hearing process no later than 2014 January.

On 2013 May 06 Council gave first, second and third readings of Bylaws 10P2013 and 13P2013 to approve the South Shepard Area Structure Plan.

On 2013 May 06 Council gave first, second and third readings of Bylaw 9P2013 (amended 26 July 26) to approve the 50 Avenue SW Area Redevelopment Plan.

On 2013 July 29 Council gave second and third readings to Bylaw 40P2013 to approve the Stadium Shopping Centre Area Redevelopment Plan.

On 2013 September 09 Council gave first, second and third readings to Bylaw 39P2013 to approve the Parkdale Area Redevelopment Plan.

Background

The Keystone, Belvedere and South Shepard ASPs were approved to include typologies such as Activity Centres and Corridors that are not indicated on the MDP and CTP maps. Keystone ASP was approved with an Urban Corridor, a Major Activity Centre and Community Activity Centre. Belvedere was approved to include a Community Activity Centre and an Urban Corridor. Lastly, South Shepard was approved to include a Neighbourhood Corridor. Changes to the Primary Transit Network, the Primary Cycling Network and the Road and Street Network were also approved in these plans.

Approval of three Area Redevelopment Plans in 2013 means that the plan areas can be removed from MDP Map 2, which indicates Council's direction to commence Local Area Plans.

PLANNING ANALYSIS:

The proposed amendments relate to amendments, new Area Structure Plans and new Area Redevelopment Plans previously approved by Council. The amendments in this report are necessary to ensure alignment among planning policy documents and to ensure that policies contain the most up to date information.

Stakeholder Engagement and Communication

The proposed MDP and CTP amendments reflect only those changes previously approved by Council and therefore no additional stakeholder engagement was undertaken.

However, in accordance with Provincial legislation, the proposed amendments to the MDP, CTP, were circulated to Rocky View County, the Town of Chestermere and the Municipal District of Foothills providing them with 30 days to comment. At the time of this report, no comments were received from the above neighbouring municipalities.

Strategic Alignment

Keystone ASP - The ASP policies were developed through extensive review of the MDP, particularly in the areas of Environmental Open Space, Growth Management, and intensity targets. (M-2012-009)

Belvedere ASP - Creation of the ASP has incorporated a triple bottom line framework, recognizing the need to integrate social, environmental and economic objectives. The Belvedere ASP was subject to a Sustainability Appraisal and Eco-footprint Analysis. (M-2012-014).

South Shepard ASP - Creation of the ASP has incorporated a triple bottom line framework, recognizing the need to integrate social, environmental and economic objectives (M-2013-005).

The Keystone, Belvedere and South Shepard ASPs were found to be in alignment with Triple Bottom Line (TBL), Council's 2020 Sustainability Direction, the Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP).

Social, Environmental, Economic

Council's Triple Bottom Line (TBL) and 2020 Sustainability Directions were given due consideration when analyzing and evaluating the Area Structure Plans as stated in respective Council reports. Further information on how the ASPs addressed the Triple Bottom Line are provided in Council Reports M-2012-009 (Keystone ASP), M-2012-014 (Belvedere ASP) and M-2013-005 (South Shepard).

Stadium Shopping Centre ARP - This report is supplementary information to a Proposed Area Redevelopment Plan that implements the MDP and the CTP. These documents both emphasize the balancing of social, environmental and economic objectives in the design and operation of the overall city.

The ASPs and ARPs were considered to align and meet the intensity targets and policy direction of the MDP. As a result, these amendments to the MDP and CTP do align with TBL principles.

Financial Capacity

There is no additional capital or operating costs beyond those outlined in these reports associated with the subject amendments.

Risk Assessment

If changes are not made, the maps included in the MDP and CTP will be out of alignment with Council decisions. This may lead to errors in interpretation of future development applications. This may lead to delays for applicants, and/or the establishment of a land use pattern that does not align with approved ASPs.

Reasons for Recommendations

These technical amendments maintain alignment among Council approved Local Area Plans and the MDP and CTP.

Conclusion

This item comprises proposed amendments to the MDP and CTP to incorporate Council-approved Area Structure Plans and Area Redevelopment Plans.

These amendments are necessary to:

- ensure alignment between Council decisions and policy plans
- to ensure consistency between Council-approved bylaws; and
- ease future interpretation of these plans by ensuring they are up to date.

LAND USE PLANNING AND POLICY RECOMMENDATION:

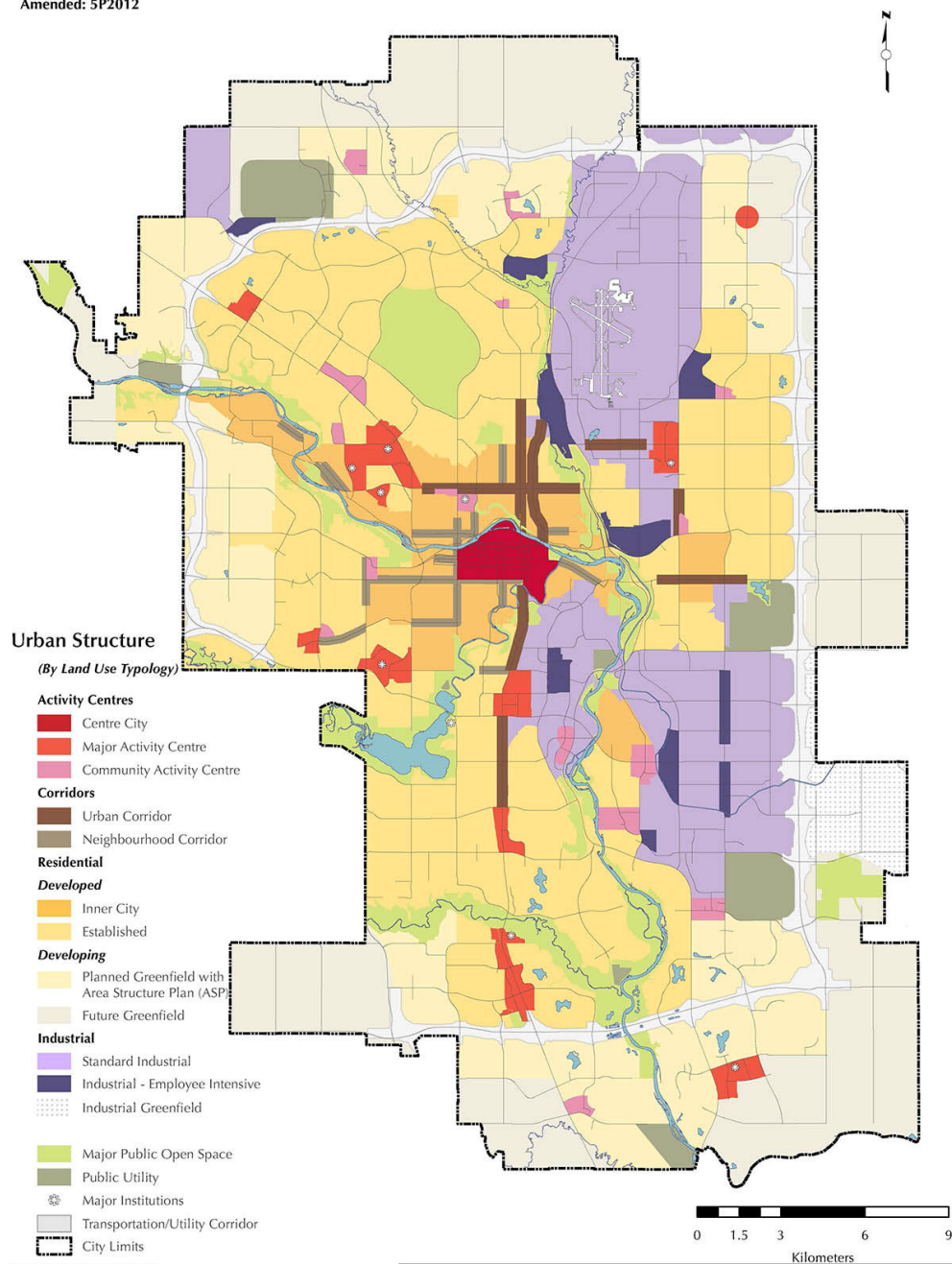
APPROVAL

- A. Recommend that Council **ADOPT**, by bylaw, the proposed amendments to the Municipal Development Plan (Bylaw 24P2009) as follows:
1. Delete the existing Map 1 entitled "Urban Structure" and replace with the revised Map 1 entitled "Urban Structure" (APPENDIX I).
 2. Delete the existing Map 2 entitled "Growth and Change" and replace with the revised Map 2 entitled "Growth and Change" (APPENDIX I).
 3. Delete the existing Map 3 entitled "Primary Transit Network" and replace with the revised Map 3 entitled "Primary Transit Network" (APPENDIX I)
 4. Delete the existing Map 4 entitled "Road and Street Network" and replace with the revised Map 4 entitled "Road and Street Network" (APPENDIX I).
 5. Delete the existing Map 5 entitled "Natural Areas and Open Spaces" and replace with the revised Map 5 entitled "Natural Areas and Open Spaces" (APPENDIX I).
- B. Recommend that Council **ADOPT** by resolution, the proposed amendments to the Calgary Transportation Plan (approved by Resolution 2009) as follows:
1. Delete the existing Map 1 entitled "Primary Cycling Network" and replace with the revised Map 1 entitled "Primary Cycling Network" (APPENDIX II).
 2. Delete the existing Map 2 entitled "Primary Transit Network" and replace with the revised Map 2 entitled "Primary Transit Network" (APPENDIX II).
 3. Delete the existing Map 5 entitled "Primary Goods Movement Network" and replace with the revised Map 5 entitled "Primary Goods Movement Network" (APPENDIX II).
 4. Delete the existing Map 6 entitled "Primary HOV Network" and replace with the revised Map 6 entitled "Primary HOV Network" (APPENDIX II).
 5. Delete the existing Map 7 entitled "Road and Street Network" and replace with the revised Map 7 entitled "Road and Street Network" (APPENDIX II).

Melanie Bishoff
2013/Oct 31

Existing Map 1 – Urban Structure

Approved: 24P2009
Amended: 5P2012



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.

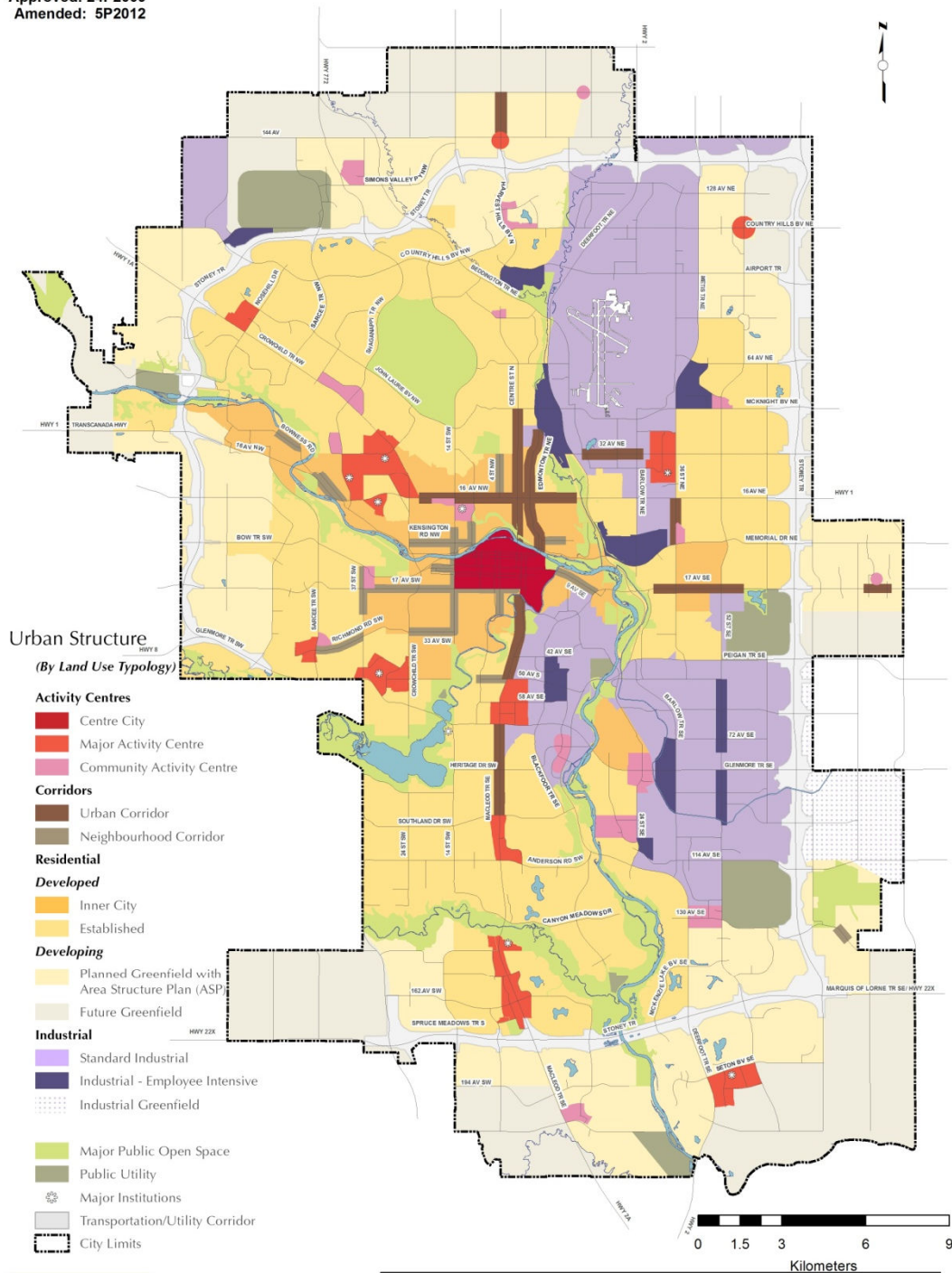


Urban Structure

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Proposed Map 1 – Urban Structure

Approved: 24P2009
Amended: 5P2012



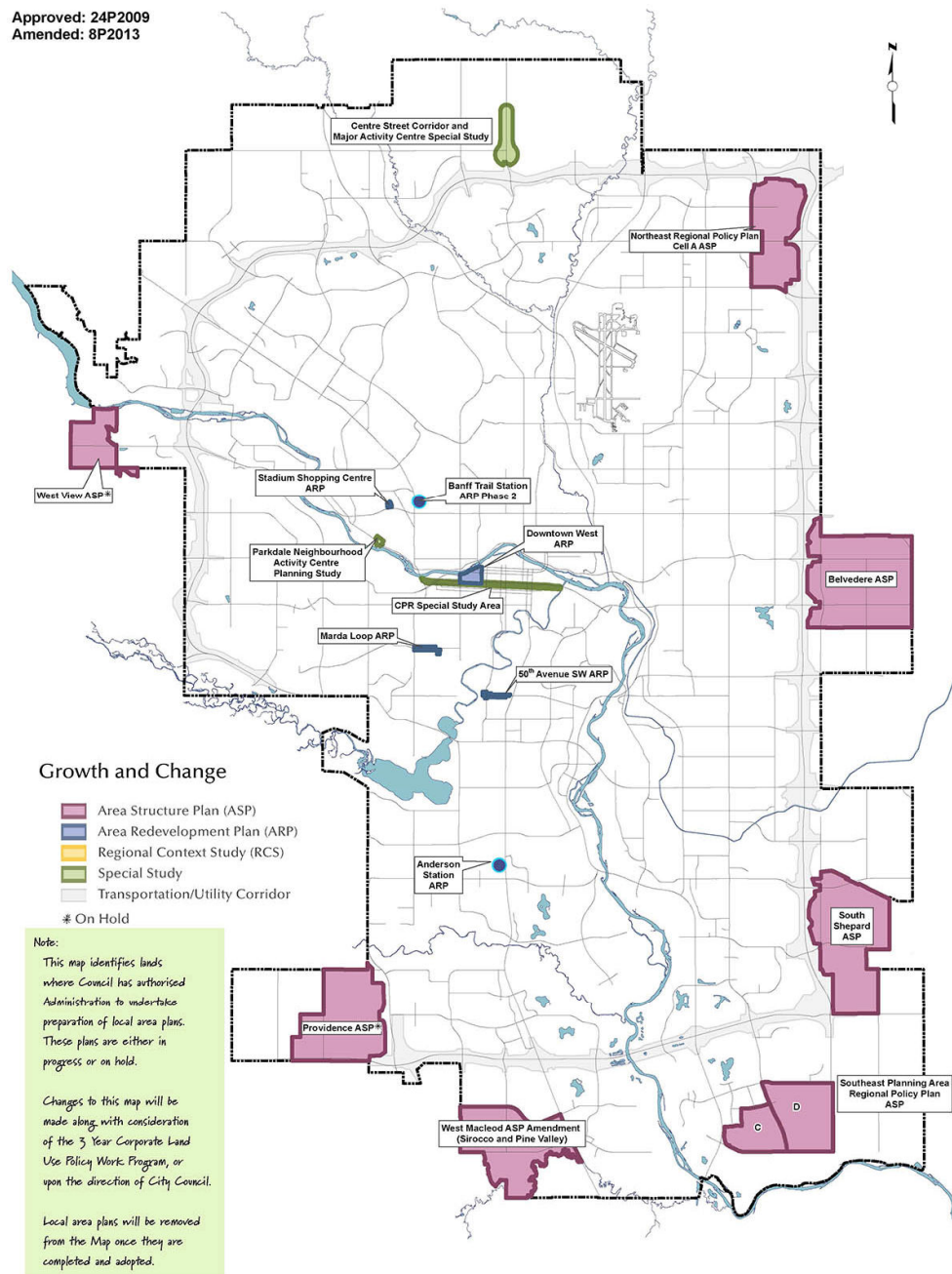
Urban Structure

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Existing Map 2 – Growth and Change

Approved: 24P2009
Amended: 8P2013



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Kilometers

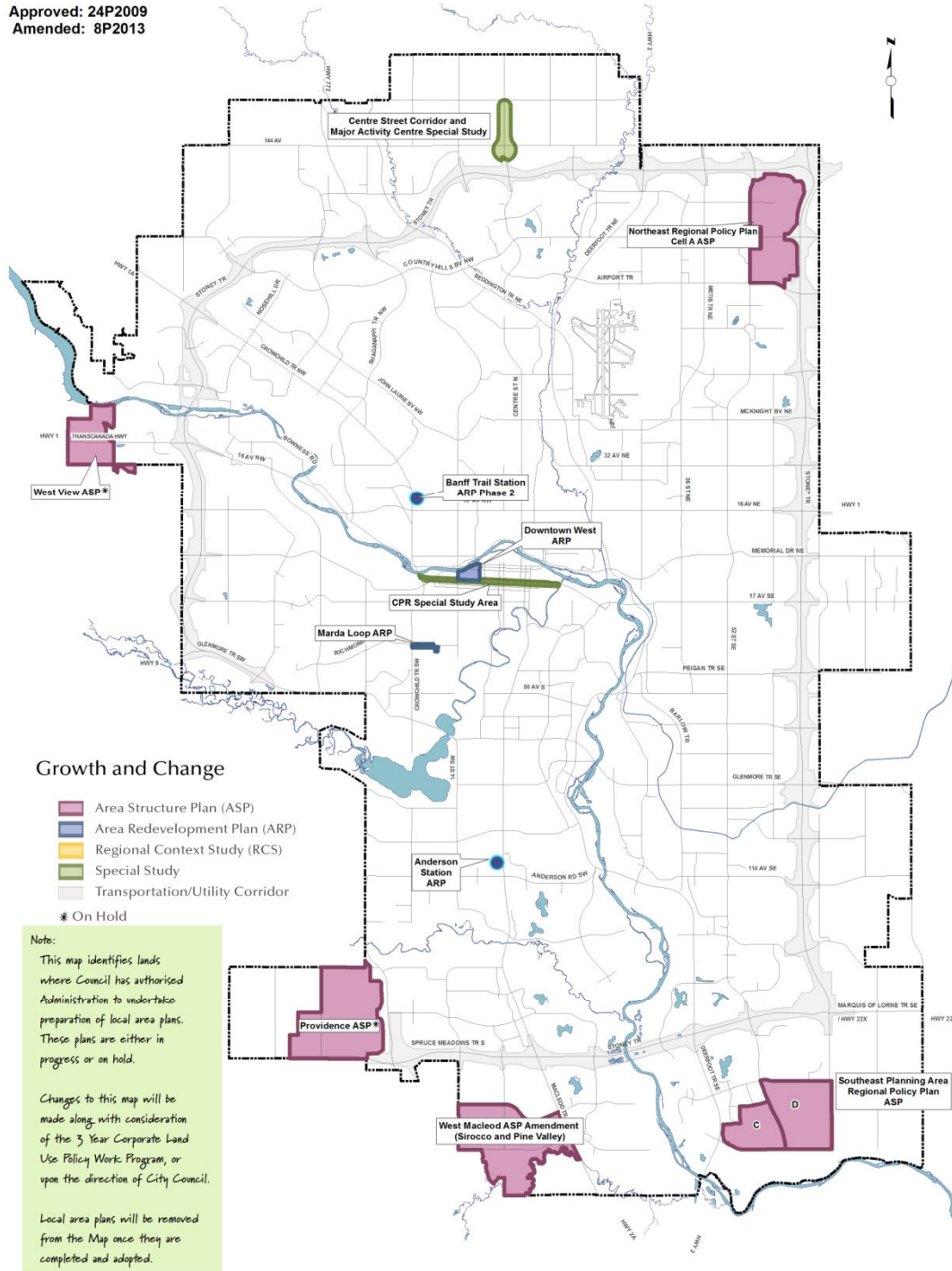
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Growth and Change

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Proposed Map 2 - Growth and Change

Approved: 24P2009
Amended: 8P2013



0 1.5 3 6 9
Kilometers

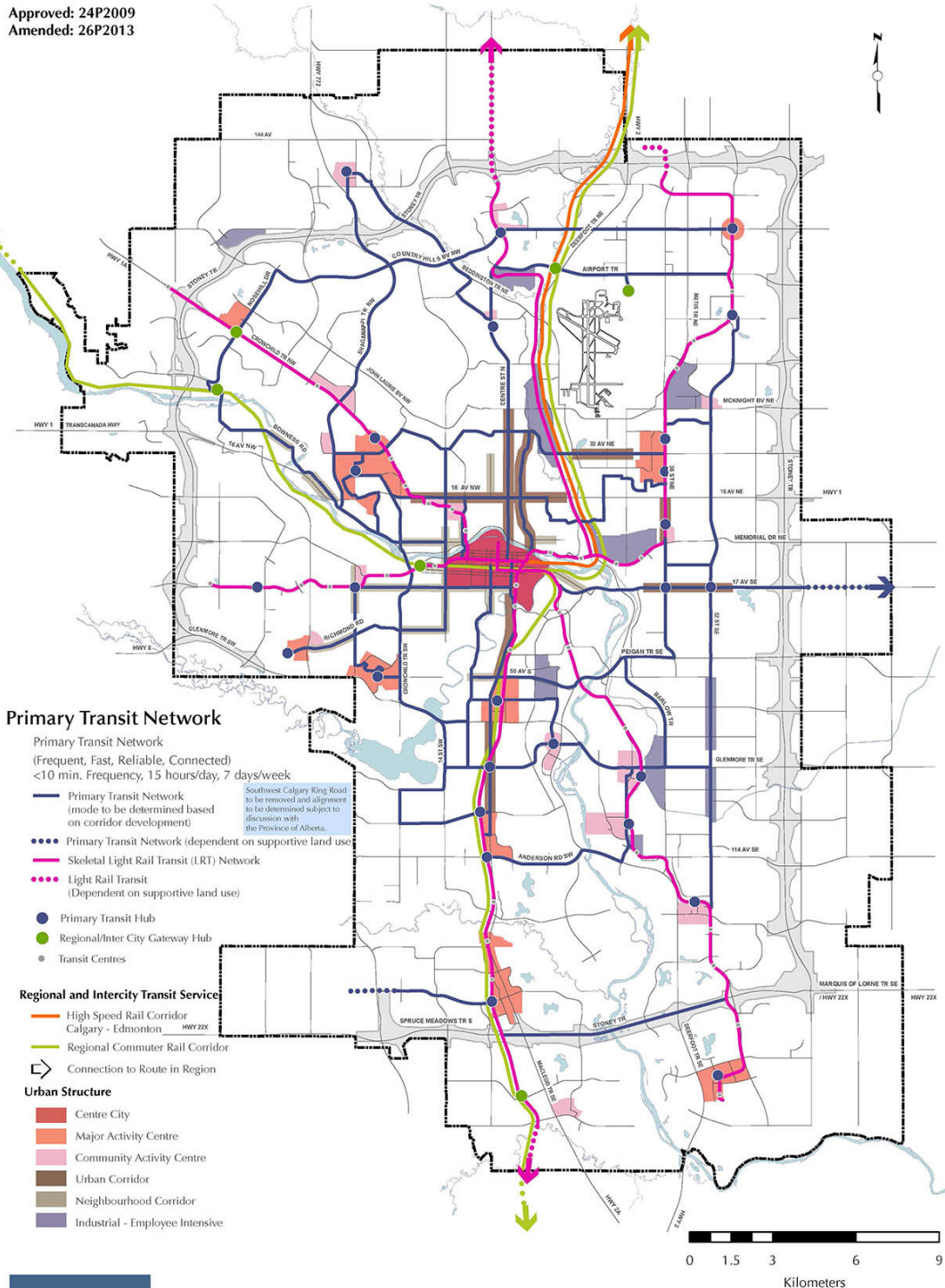
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Growth and Change

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Existing Map 3 – Primary Transit Network

Approved: 24P2009
Amended: 26P2013



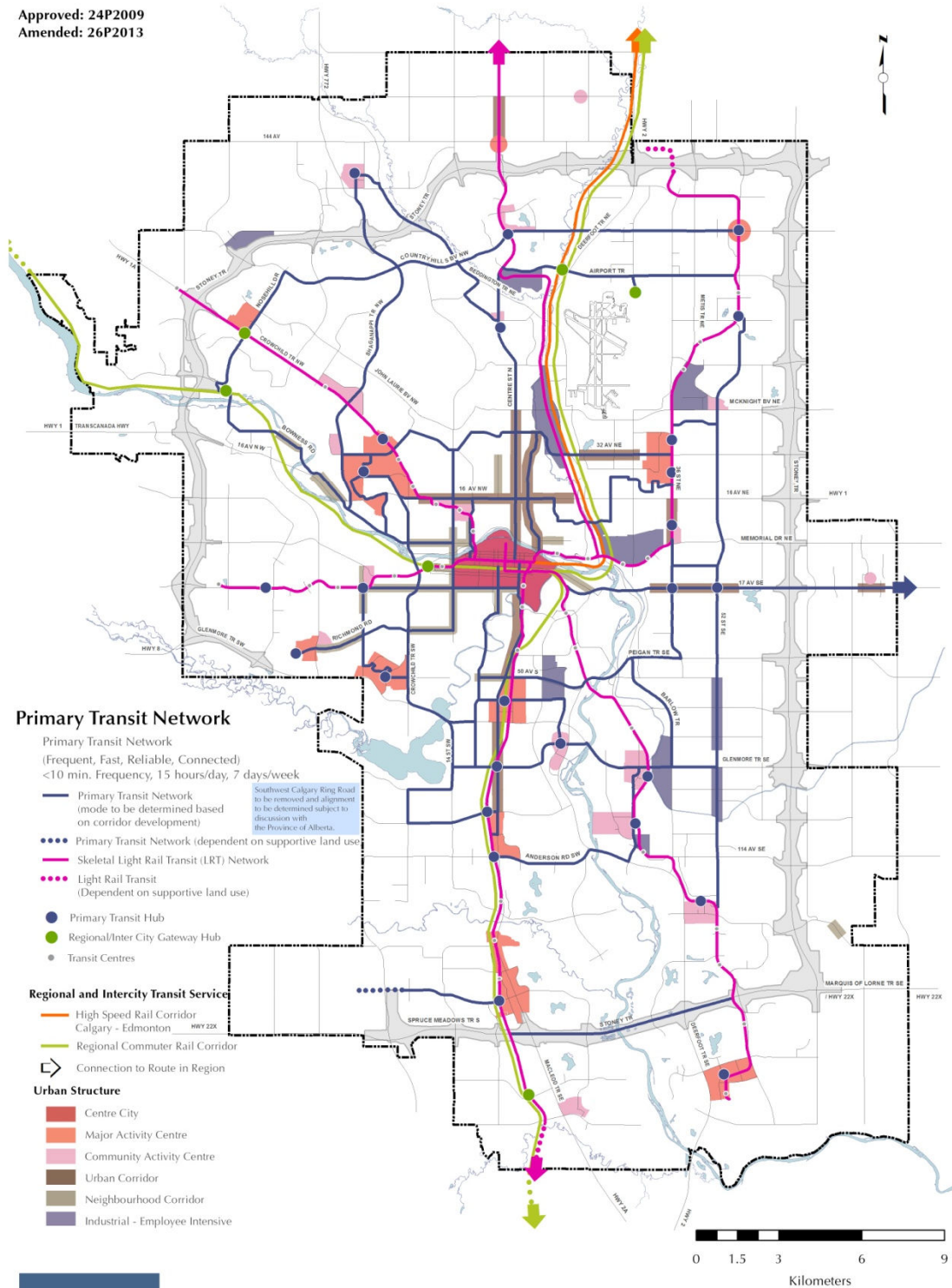
Primary Transit Network

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Proposed Map 3 - Primary Transit Network

Approved: 24P2009
Amended: 26P2013



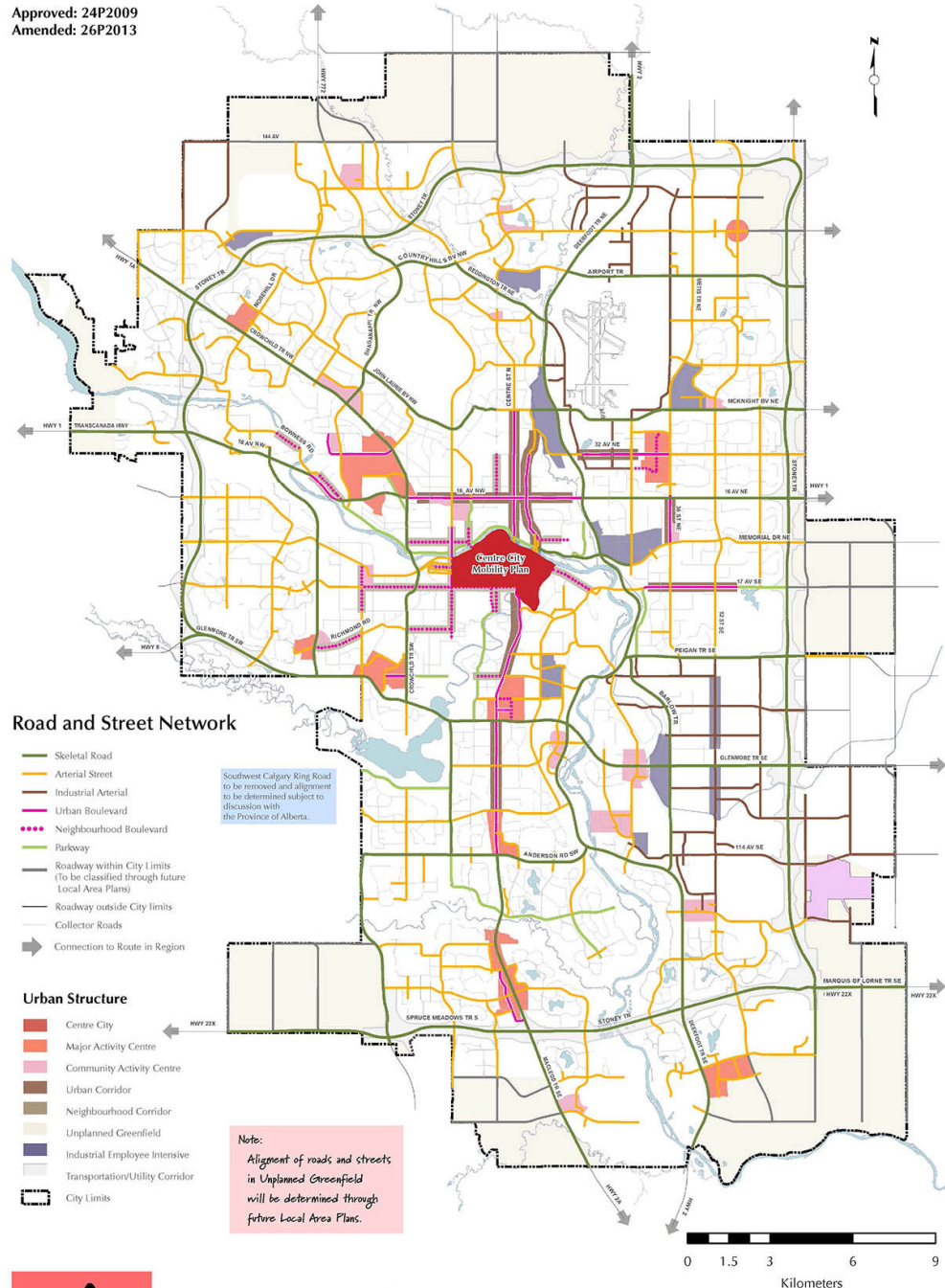
Primary Transit Network

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Existing Map 4 - Road and Street Network

Approved: 24P2009
Amended: 26P2013



4

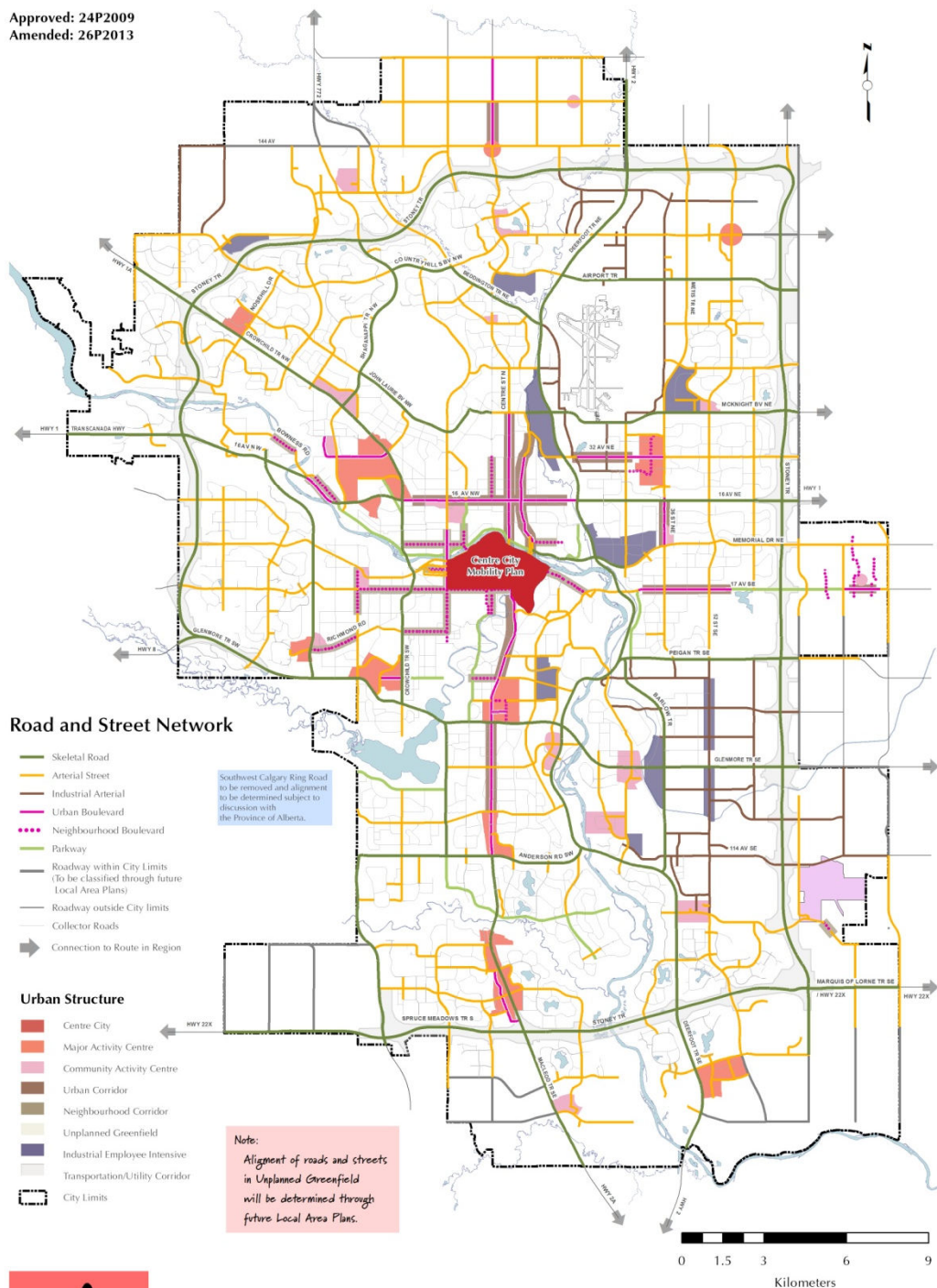
Road and Street Network

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Proposed Map 4 - Road and Street Network

Approved: 24P2009
Amended: 26P2013

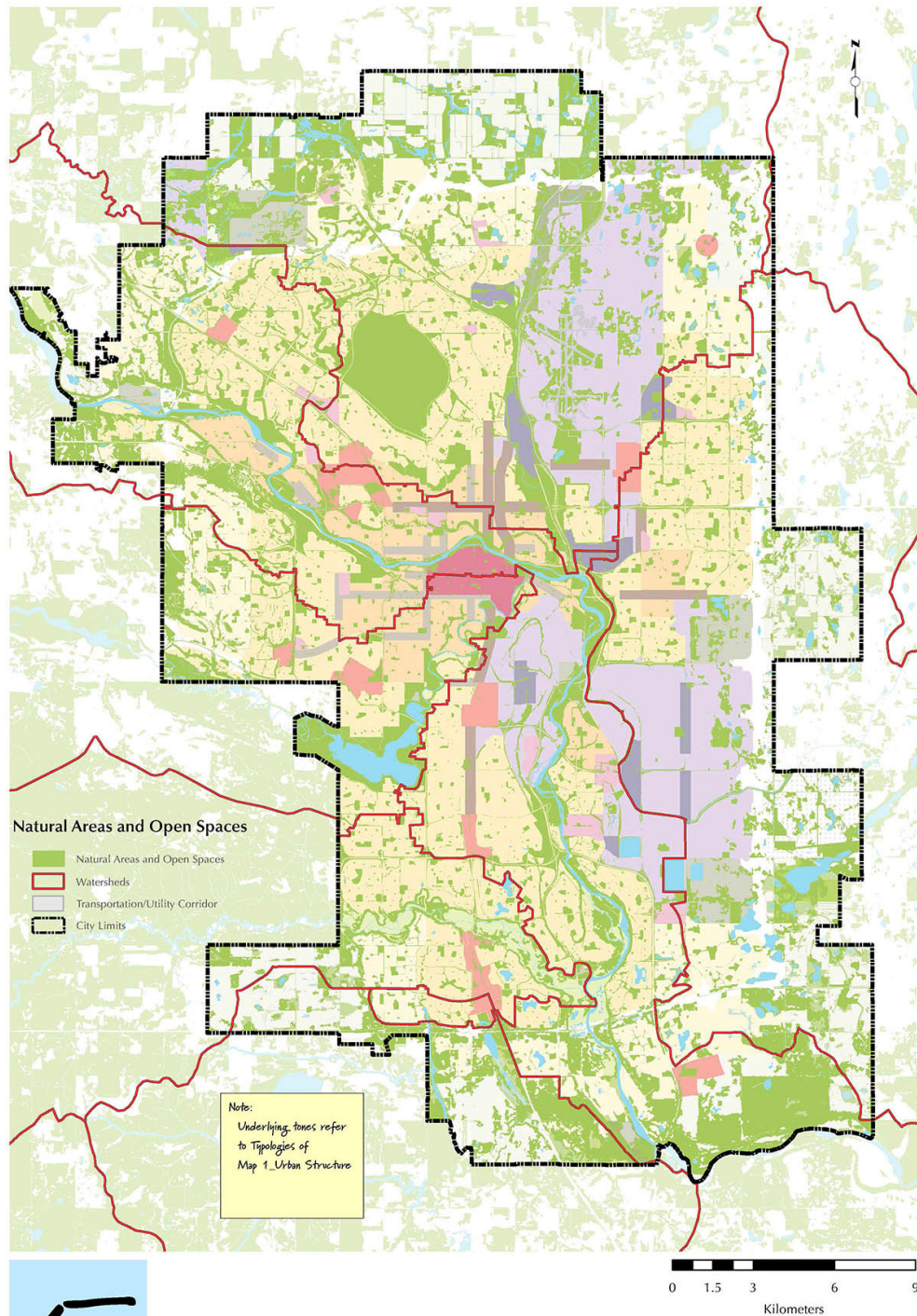


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Road and Street Network

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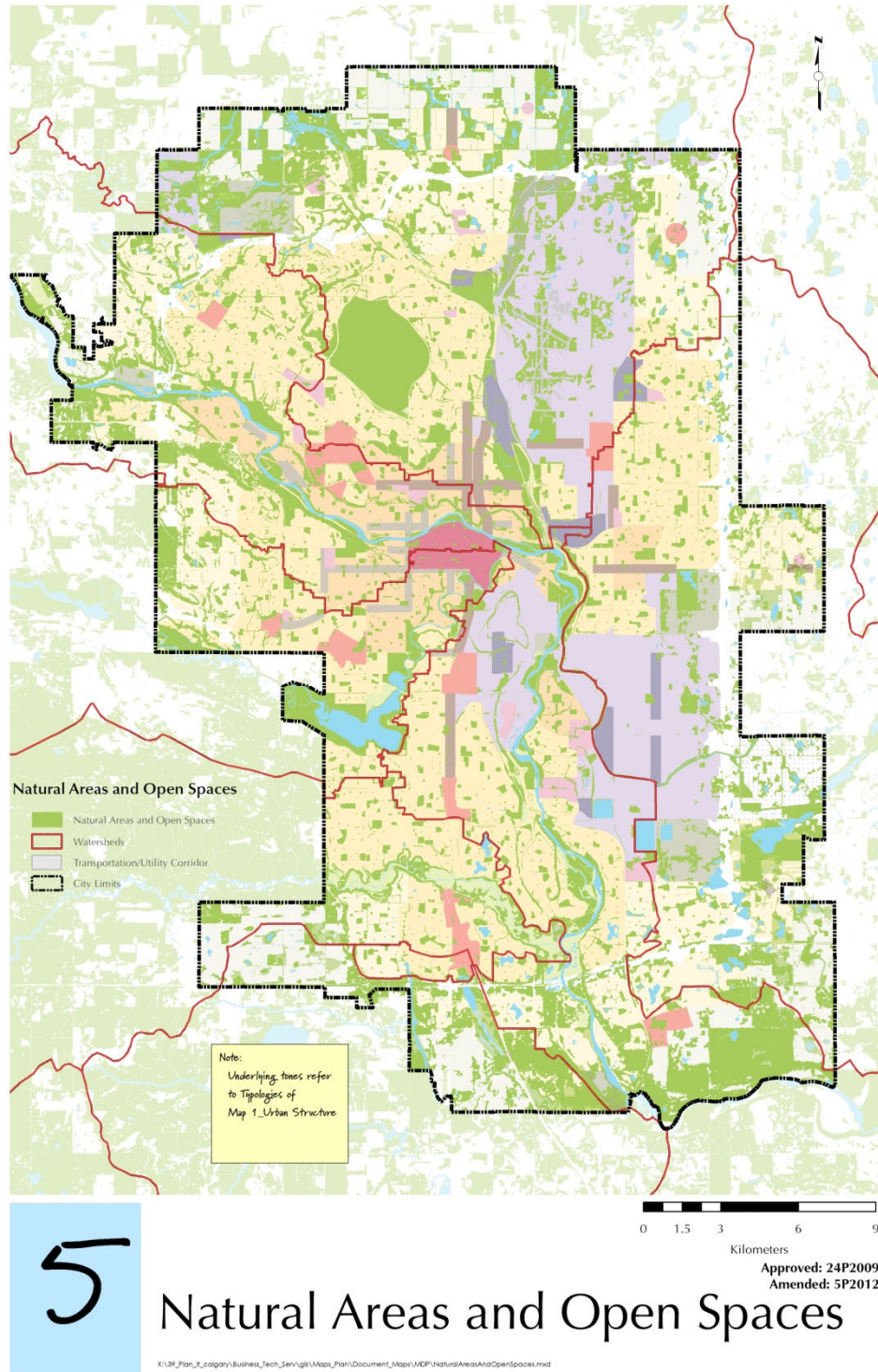
Existing Map 5 - Natural Areas and Open Spaces

5

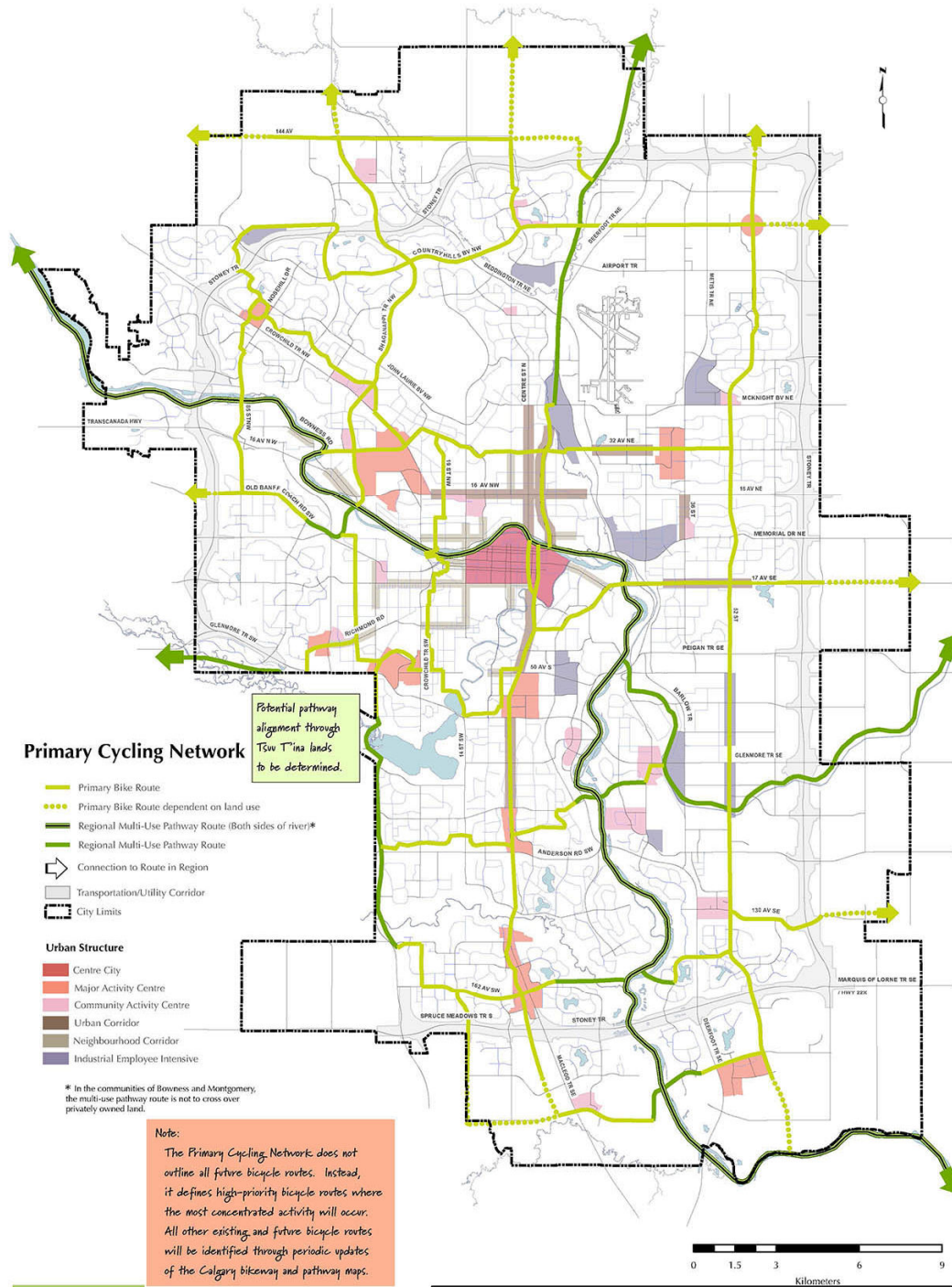
Natural Areas and Open Spaces

Approved: 24P2009
Amended: 5P2012

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Proposed Map 5 - Natural Areas and Open Spaces

Existing Map 1 – Primary Cycling Network



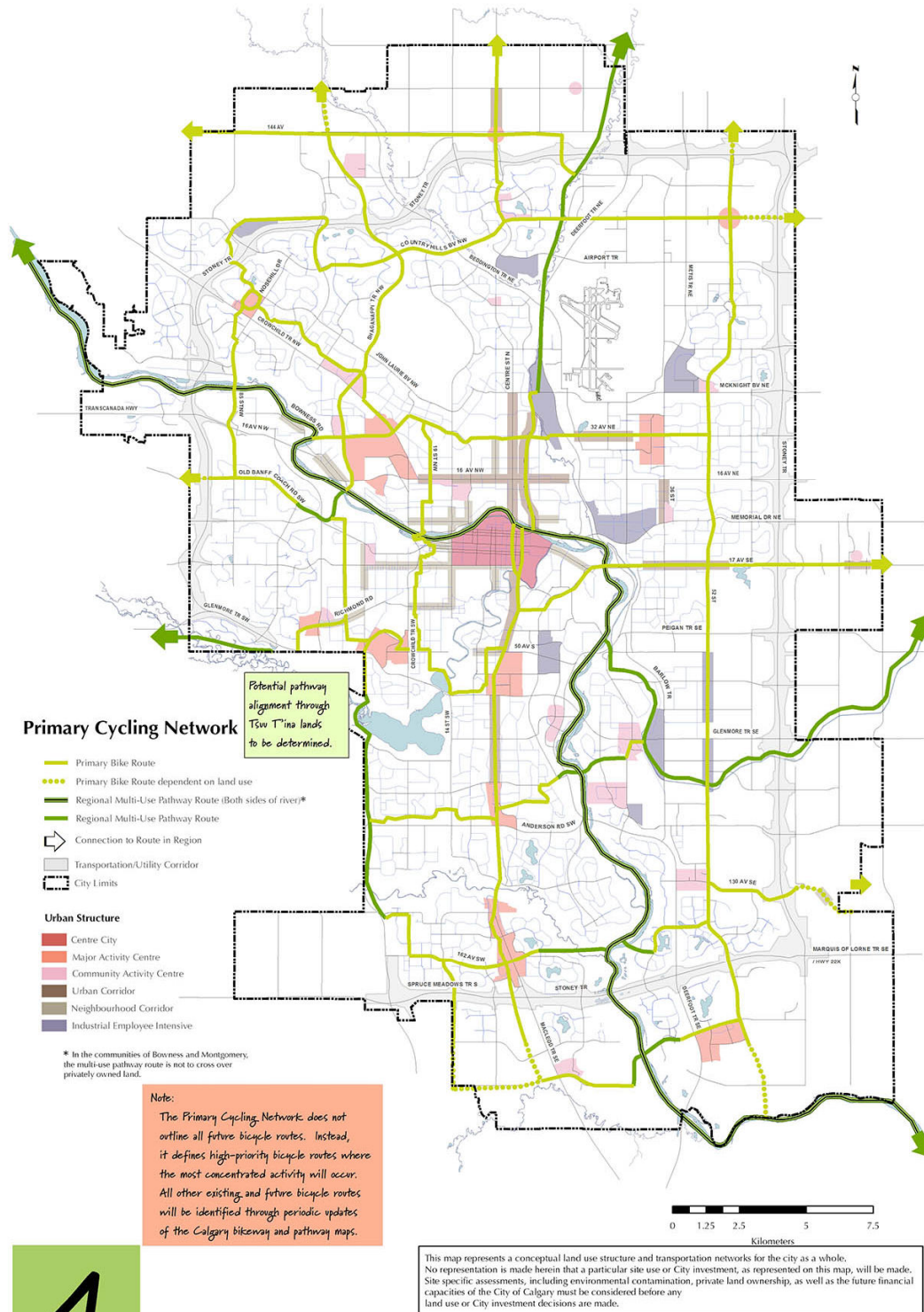
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1

Primary Cycling Network

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Proposed Map 1 – Primary Cycling Network

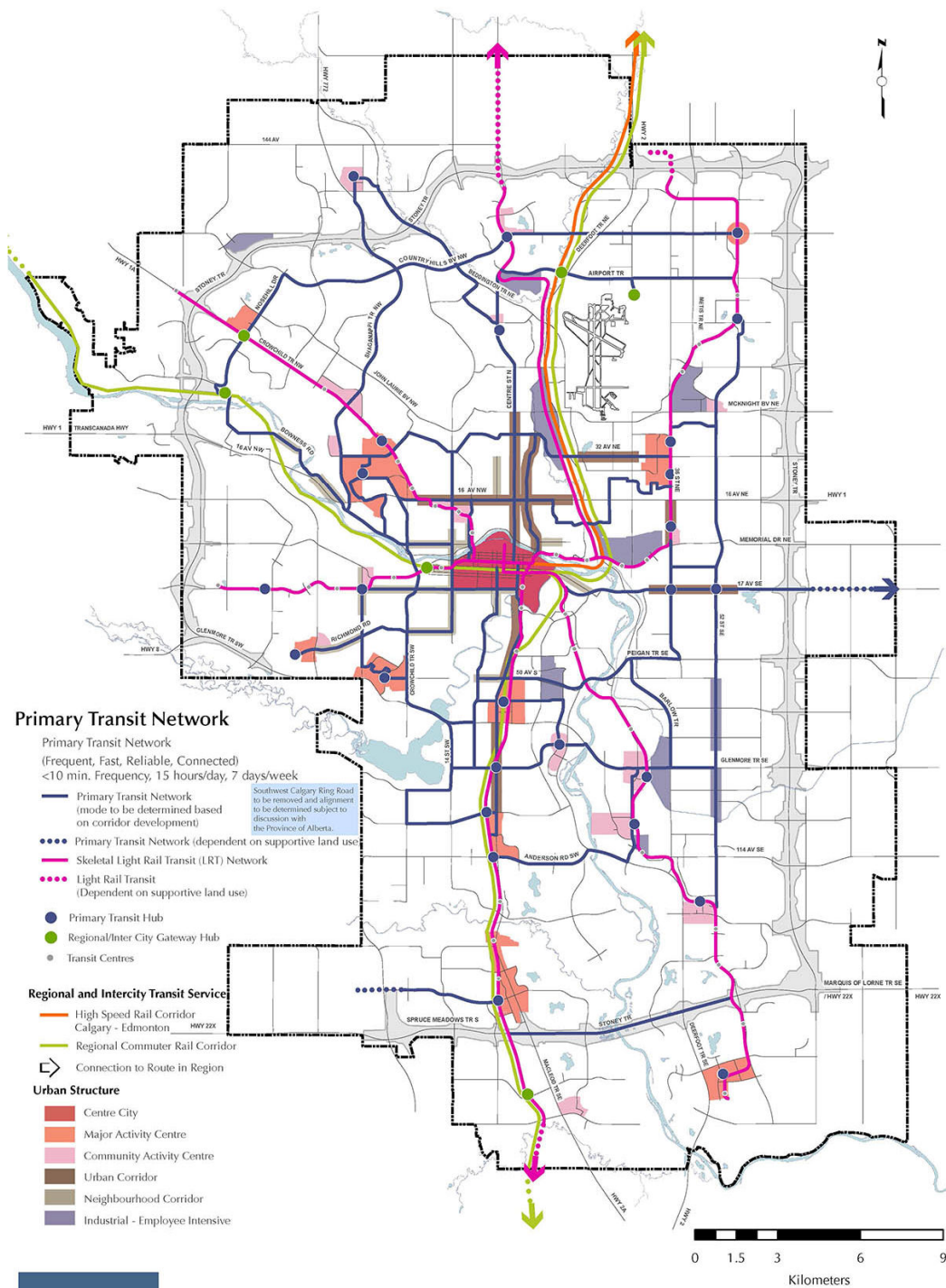


1

Primary Cycling Network

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Existing Map 2 - Primary Transit Network



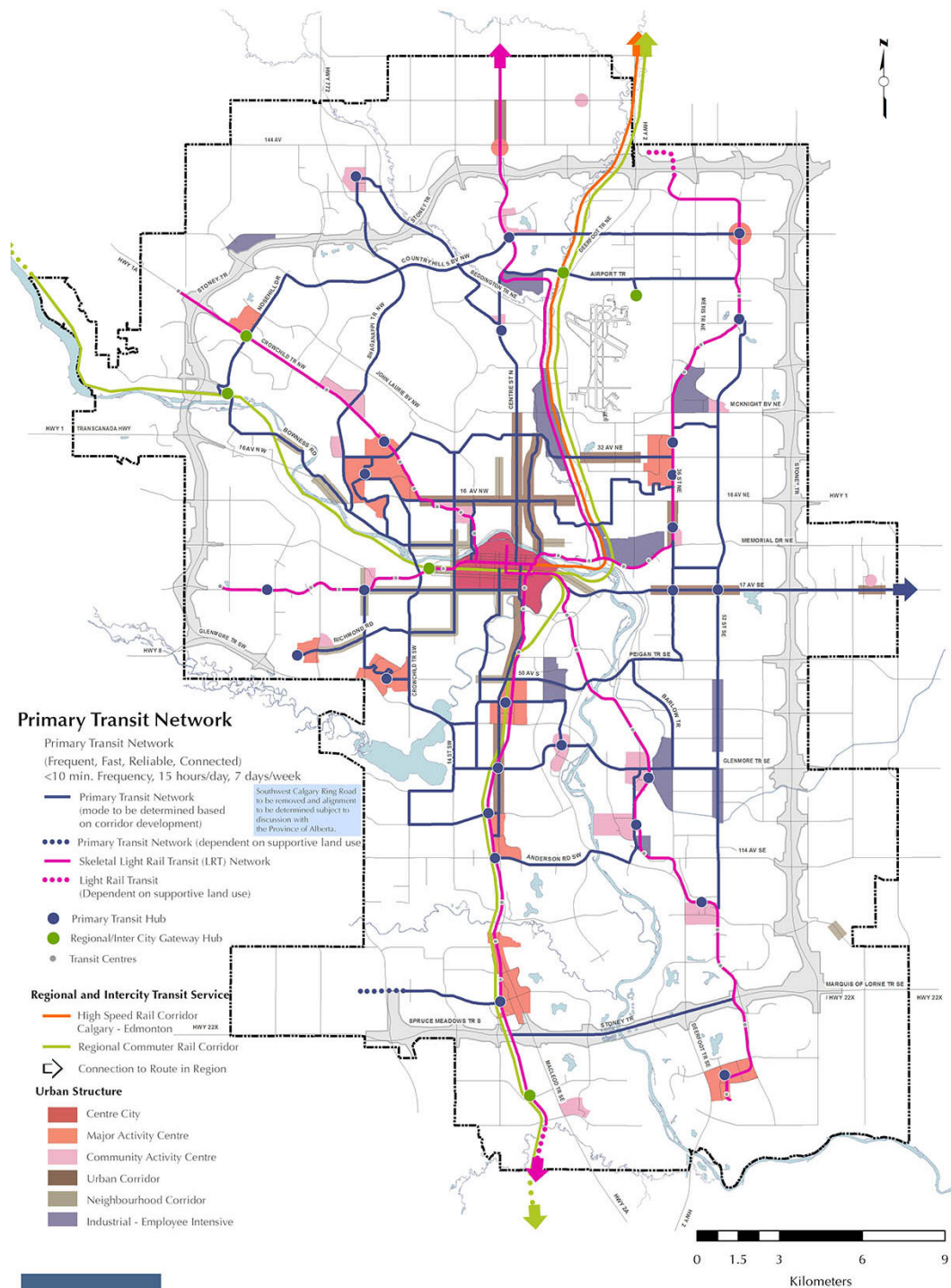
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Primary Transit Network

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Proposed Map 2 - Primary Transit Network



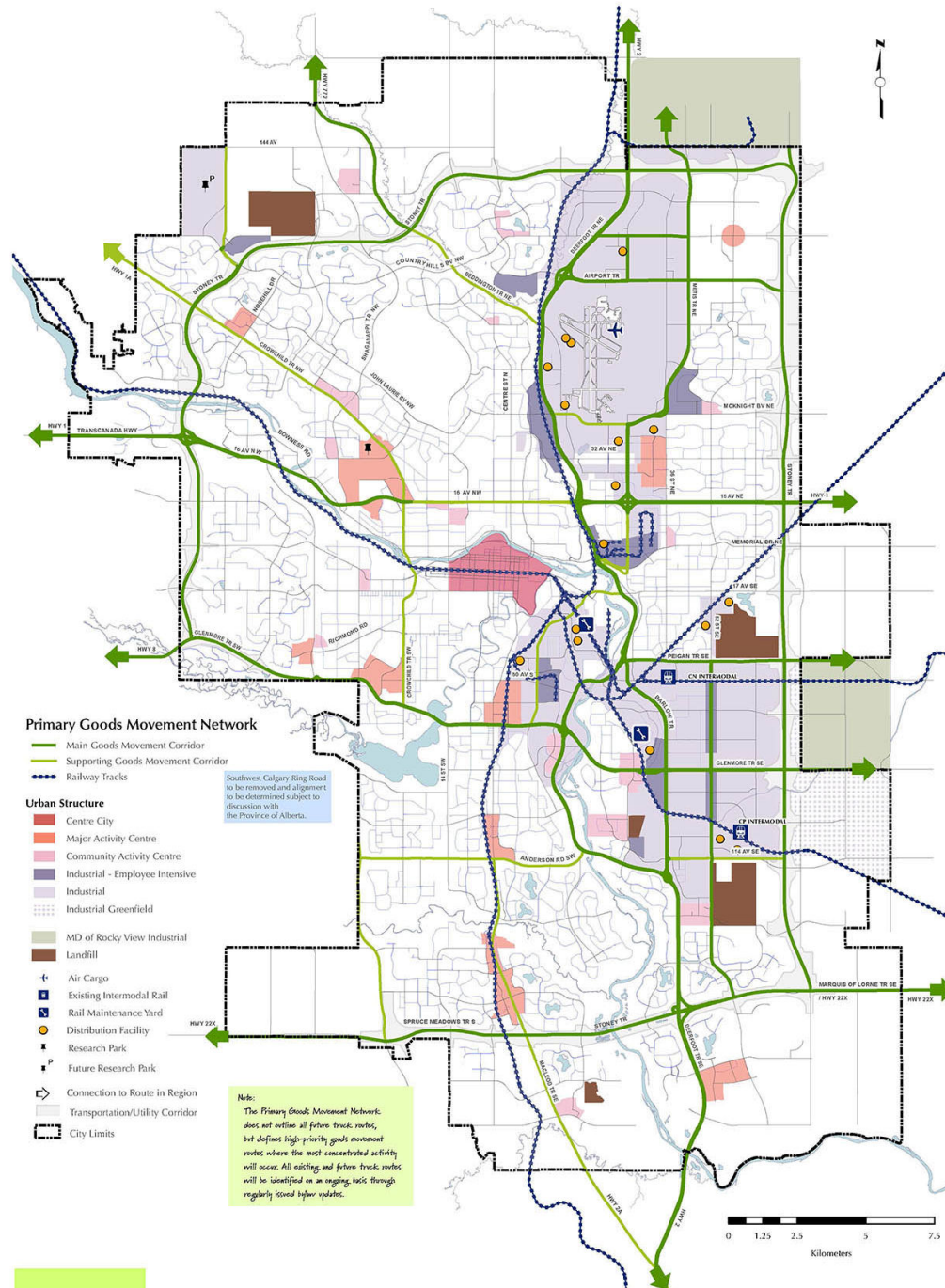
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Primary Transit Network

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Existing Map 5 - Primary Goods Movement



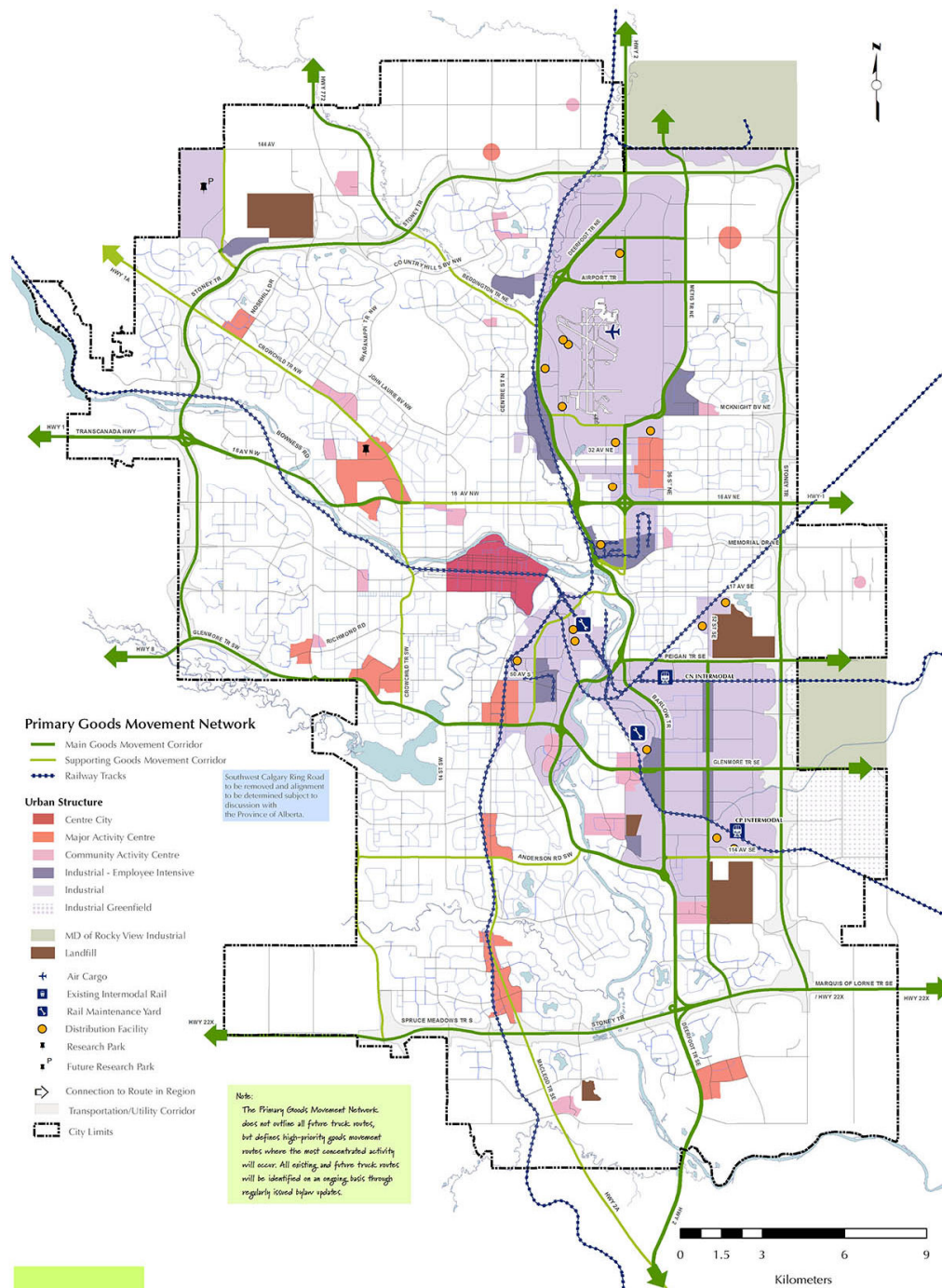
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Primary Goods Movement Network

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Proposed Map 5 - Primary Goods Movement

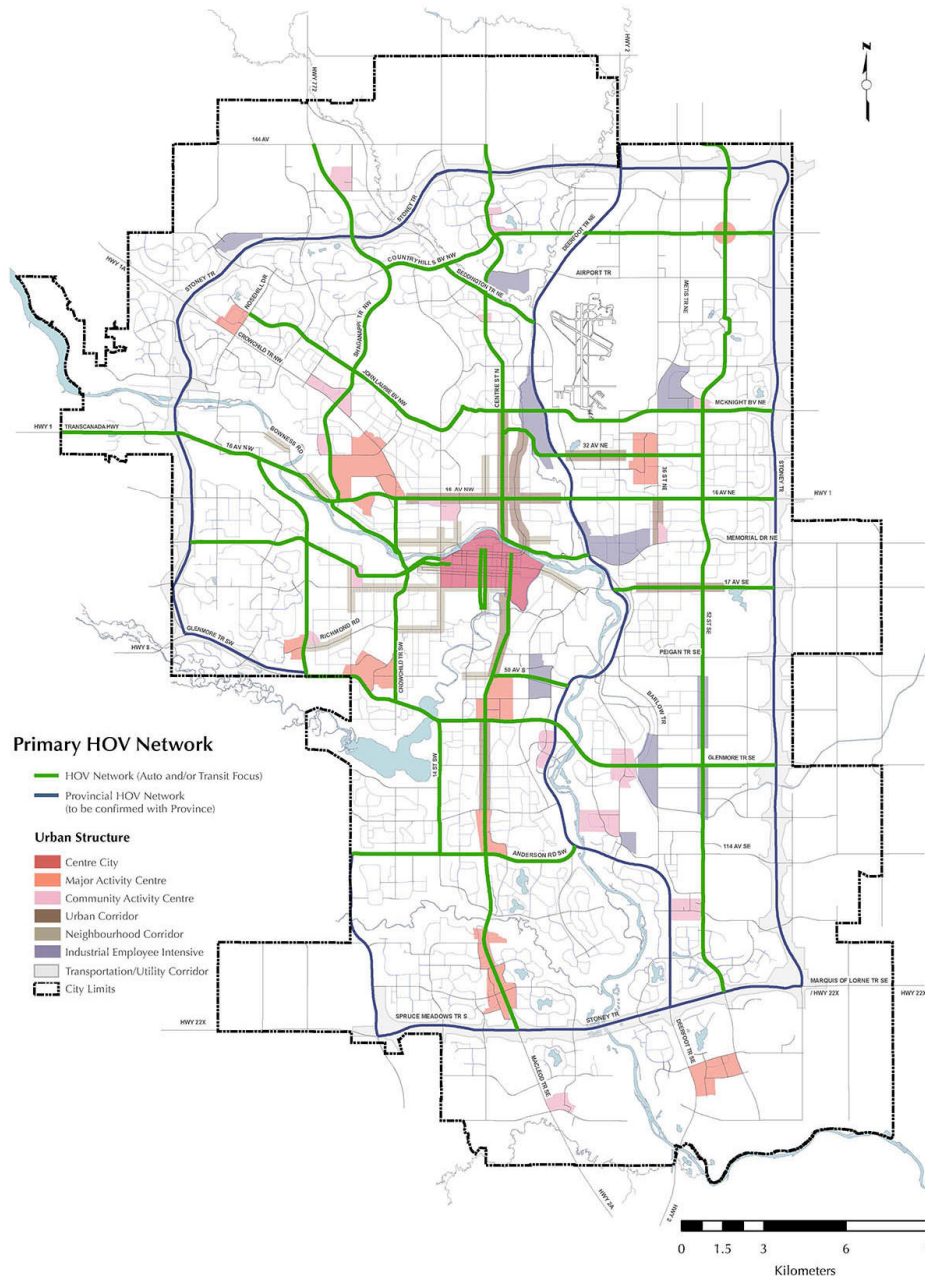


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Primary Goods Movement Network

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Existing Map 6 - Primary HOV Network



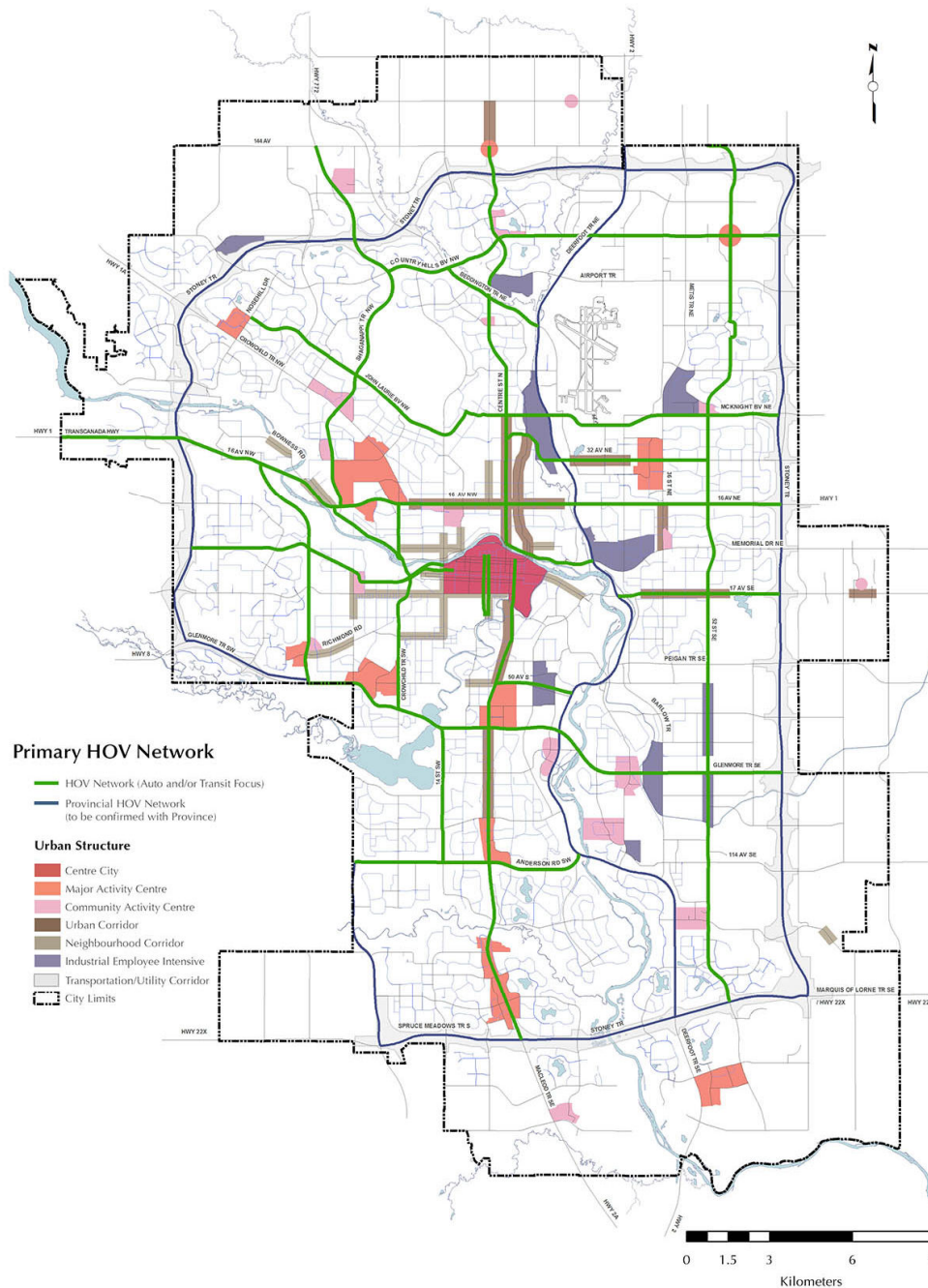
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Primary HOV Network

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Proposed Map 6 - Primary HOV Network



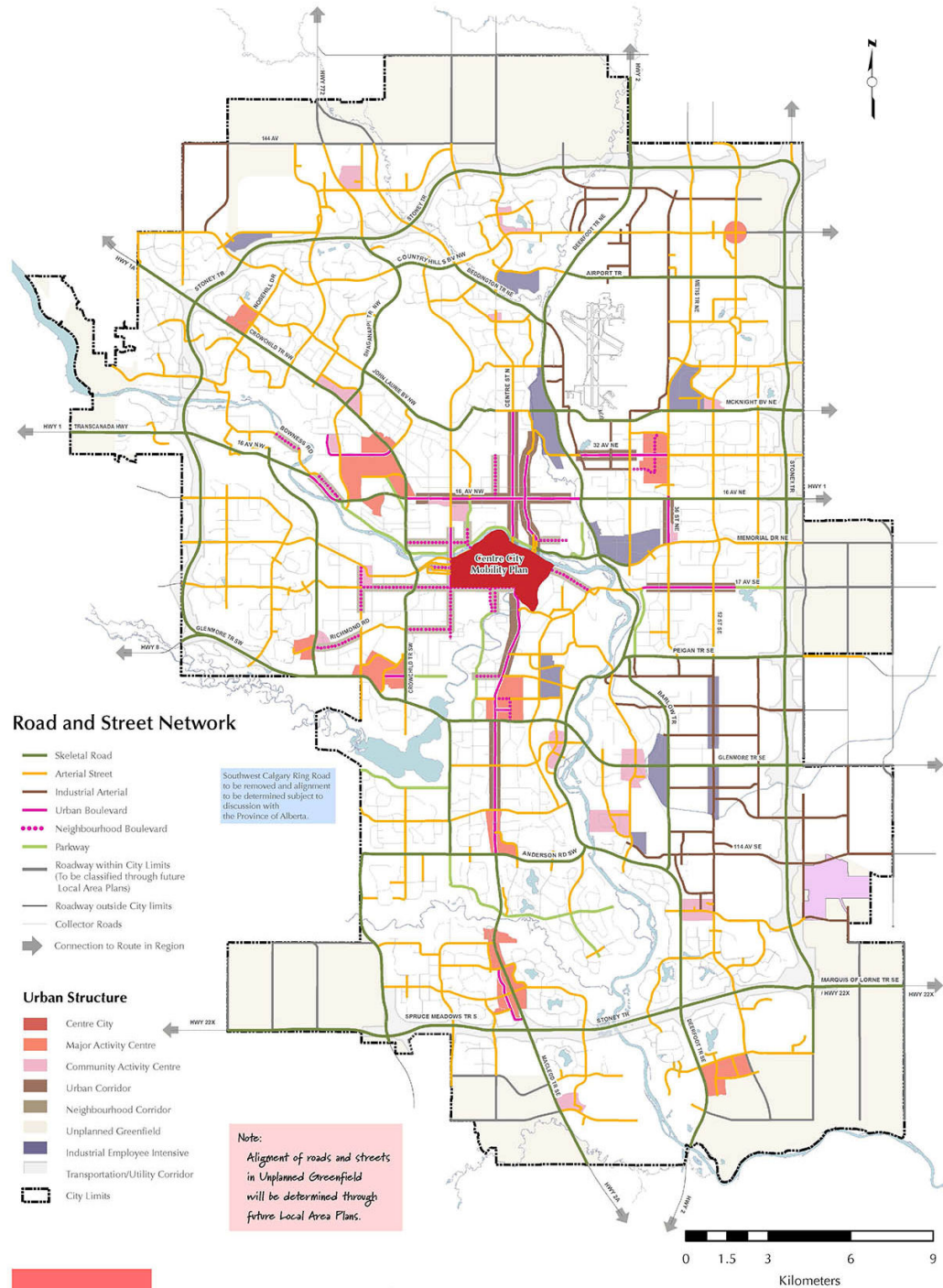
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Primary HOV Network

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Existing Map 7- Road and Street Network



Road and Street Network

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