

# Background and Planning Evaluation

## Site Context

The subject site is located in the community of Fairview Industrial and has a combined parcel size of approximately 14.02 hectares  $\pm$  (34.65 acres  $\pm$ ). The site is bounded by Glenmore Trail to the north, the Light Rail Transit (LRT) right-of-way and Canadian Pacific Kansas City Limited (CPKC) freight rail corridor to the east, 73 Avenue SE to the south, Fisher Street SE and Macleod Trail S to the west, with one parcel located on Flint Place SE immediately east of the LRT right-of-way/CPKC freight rail corridor. The Fairview community is located to the east of the subject site, and the Kingsland community is located to the west.

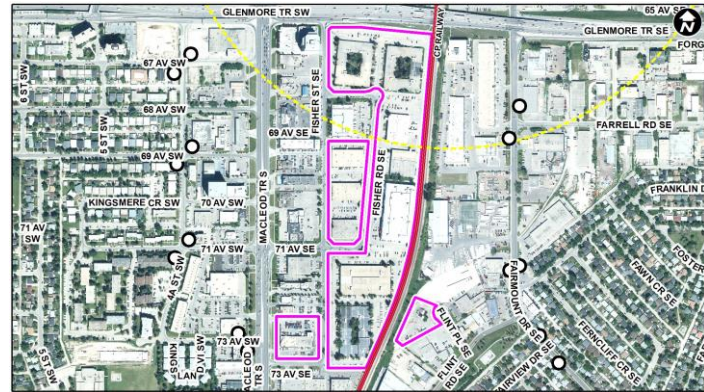
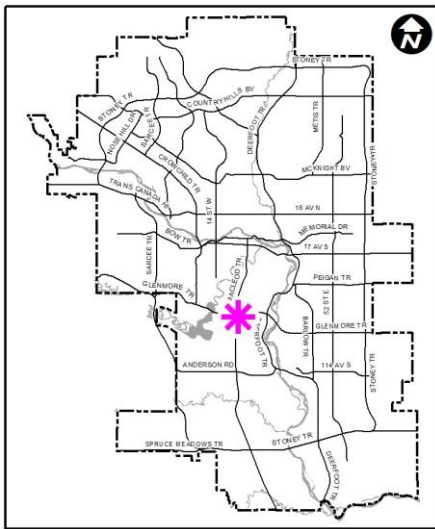
The lands are currently developed with commercial and industrial businesses, generally consisting of retail, office and warehouse buildings, with a former motor vehicle dealership fronting Macleod Trail S. The surrounding development is characterized primarily by commercial and retail uses designated as the Commercial – Corridor 3 (C-COR3 f1.0h12) District. The development east of the freight rail corridor are mostly industrial uses designated as Industrial – General (I-G) District and Industrial – Commercial (I-C) District. The parcels are generally flat, and the Cadillac Fairview Chinook Centre is located approximately 700 metres northwest from the closest point of the site.

Fairview Industrial was developed for industrial, commercial and office uses. Currently, the subject site has limited sidewalk connections and is not served by the Always Available for All Ages and Abilities (5A) Network. Although adjacent to the Red Line, the existing transit options are currently limited for this site. Route 81 runs along the west side of Macleod Trail S and provides base transit service approximately 300 metres from the closest point of the site. Motor vehicle access from Macleod Trail S is provided via right-in-right out access at 69 Avenue SE and 73 Avenue SE, as well as all-turns access at 71 Avenue SE. Right-in-right-out motor vehicle access is also provided from the eastbound Glenmore Trail S on-ramp. The parcel on the east side of the freight rail corridor has motor vehicle access from Flint Place SE.

## Community Peak Population Table

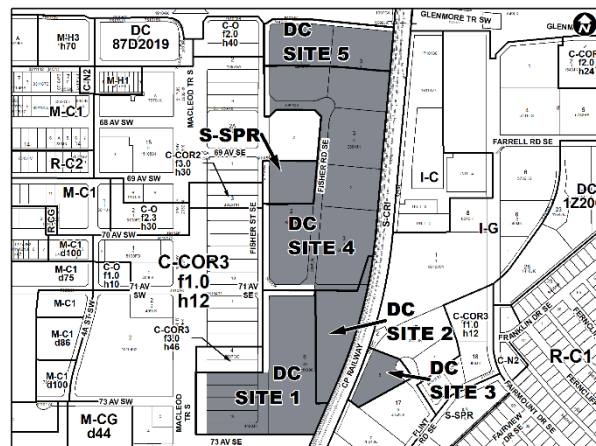
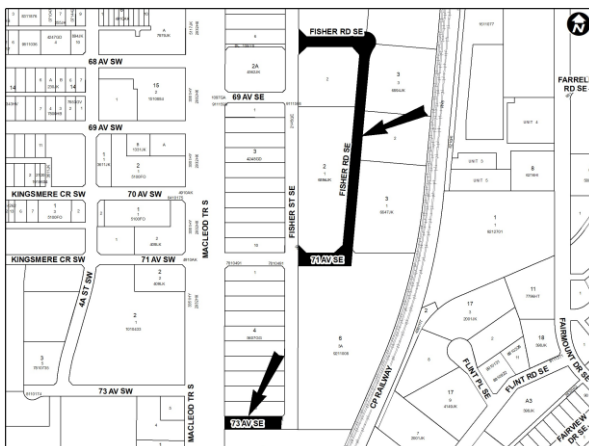
There is no population data available since Fairview Industrial is predominantly a commercial and industrial area.

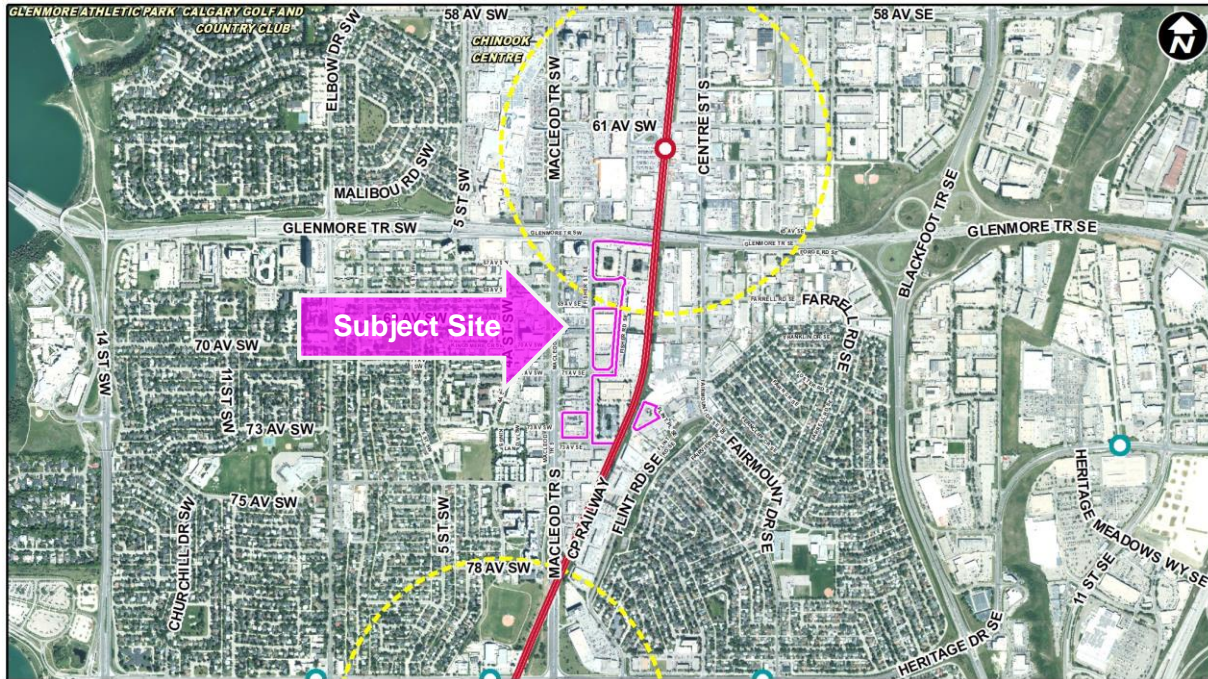
# Location Maps



Road Closure Map

Land Use Amendment Map





## Background

On 2016 March 07, Council adopted Notice of Motion “NM2016-10 – Red Line LRT Infill Scoping for Network Expansion and Area Land Use Identification”, directing Administration to investigate the potential for constructing infill LRT stations along the existing Red Line.

Administration’s analysis was documented with the “Potential for infill CTrain stations” ([TT2017-1138](#)) report on 2017 December 8, which was received for information. TT2017-1138 determined that three locations are technically feasible for infill stations but did not advance further work for Transit Oriented Development (TOD) planning or station design. These locations were, Northland Drive NW (between Brentwood and Dalhousie Stations), 50 Avenue S (between 39th Avenue and Chinook Stations) and Fisher Park (between Chinook and Heritage Stations). The report also concluded that, without a comprehensive review of all TOD opportunities in Calgary, it is difficult to determine if these station areas would be a high priority.

The “Midtown Station” (Midtown) application was submitted on 2019 May 29 and the proposal is to redevelop the existing developments known as Fisher Park into a TOD site. Due to the significant proposed intensity and infrastructure upgrades, including an infill LRT station proposed by the applicant to be developer-funded and constructed, Administration requested additional information that was necessary in order to begin detailed review. On 2020 January 9, Administration formally accepted the application for the comprehensive redevelopment proposal.

Administration’s detailed review included an operational cost analysis, an LRT Functional Planning Study to identify the cost and land requirements of the new LRT station, a Special Development Agreement (SDA) to outline funding and obligations associated with the construction of the LRT station, as well as review against the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) strategic growth objectives.



On 2021 September 01, Administration recommended through [PUD2021-1218](#) to not amend the MDP to establish Midtown as a new Major Activity Centre. Administration was directed to further evaluate the appropriateness of amending MDP and RouteAhead priorities to support the proposal. Administration was also directed to continue working on the application and to advance an SDA.

On 2022 December 6, Council received Administration's report on Midtown and Strategic Growth Update ([IP2022-1198](#)). The report provided a progress update and highlighted that ongoing engagement with the applicant resulted in improvements to the application that would help shape a more robust proposal. The site area expanded to include the parcel along Macleod Trail S, as well as the parcel to the east of the freight rail corridor, providing additional opportunities for improved connectivity to adjacent communities. The report also noted that the ongoing RouteAhead 10-Year Update was the most effective avenue for considering how all three potential infill LRT stations should be prioritized.

On 2023 July 4, the RouteAhead 10-Year Update ([IP2023-0584](#)) was approved and noted that infill station feasibility would be evaluated on a case-by-case basis. It also highlighted that private investment would likely be required to facilitate the infill stations and that TOD would be required to maximize the future use. RouteAhead reiterates the importance of evaluating impacts to strategic growth, City finances and City services when considering an infill station proposal.

On 2023 September 19, the [Heritage Communities Local Area Plan](#) (LAP) was approved by Council. The LAP identified 'Midtown' as a 'Comprehensive Planning Site' and provided policy direction that would support pedestrian-oriented and mixed-use development should an LRT station be provided in the area.

Administration and the applicant have continued to collaborate to resolve outstanding issues and refined various details of the proposal throughout 2023 and 2024. The applicant also continued ongoing engagement with local residents, Community Associations and landowners. This included discussions with Canada Post regarding their site located in the northwest boundary of the site at 6939 Fisher Road SE and potential consolidation of this site within the larger application. While the Canada Post site is not part of this application, the proposed outline plan provides motor vehicle access for the site in the interim.

Initially an SDA was considered as a pre-requisite for granting land use to ensure the developer meets their construction and/or funding obligations. This was determined to be premature given there is no station design provided by the applicant to review at this time. The Direct Control (DC) District (Attachment 4) and Outline Plan Conditions of Approval (Attachment 2) have been finalized to provide additional guidance and requirements to ensure that essential infrastructure, particularly an LRT station and affordable housing units, must be provided in order to enable the ultimate densities and heights proposed. The proposed amendments to the MDP, CTP and LAP were also finalized.

## Previous Council Direction

For greater clarity, previous Council directions are noted within the Background section of this report.

## Planning Evaluation

This proposed policy and land use amendment, outline plan and road closure are intended to facilitate subdivision and development that would realize a mixed-use urban village, centered on an infill LRT station the developer proposes to fund and construct. At ultimate build out, the proposal envisions this area evolving into a vibrant transit-oriented community with approximately 7,045 homes (or 10,875 people) and 2,810 jobs, resulting in an expected intensity of approximately 976 people and jobs per hectare.

### Road Closure

The proposed road closure includes 0.88 hectares  $\pm$  (2.17 acres  $\pm$ ) of existing road right-of-way for Fisher Road SE and 0.18 hectares  $\pm$  (0.44 acres  $\pm$ ) of the existing road right-of-way for 73 Avenue SE. The closure of 73 Avenue SE is required to create a new all turns access from Macleod Trail S into Midtown, complete with walking and wheeling facilities. The closure of Fisher Road SE is required to facilitate development sites and to create a 6.0 metre wide central pathway referred to as an Active Mobility Connection (AMC). The AMC will serve as a linear pathway for walking and wheeling, as well as a community gathering space.

The Proposed Road Closure Conditions of Approval can be found in Attachment 3 and the Registered Road Closure Plans can be found in Attachment 11.

### Land Use

The existing Commercial – Corridor 3 f1.0h12 (C-COR3 f1.0h12) District allows a maximum floor area ratio (FAR) of 1.0 and a maximum building height of 12 metres (approximately three to four storeys). The I-G District allows for a variety of light and medium industrial uses, with a maximum FAR of 1.0 and no restriction on building height.

The application proposes the following land use districts, with the distribution of the districts outlined in Attachment 12, Proposed Land Use Amendment Map:

- Direct Control District based on the Mixed Use – General (MU-1) District;
- Direct Control District based on the Mixed Use – Active Frontage (MU-2) District; and
- Special Purpose – School, Park, and Community Reserve (S-SPR) District.

### Direct Control

The proposed DC District is divided into five sites (Attachment 4) and allows for mixed-use development. The maximum FAR is 2.0 and the maximum building height is 20 metres (approximately six storeys) and may be increased beyond the maximums when an LRT station is provided in this DC District and a minimum of 10 percent of homes is provided as affordable housing units within the site subject to this DC District. The ultimate heights and densities are reflected in the modifiers noted below:

- DC Site 1 – MU-2f8.0h125
- DC Site 2 – MU-2f9.0h150
- DC Site 3 – MU-1f5.0h91
- DC Site 4 – MU-1f7.0h91
- DC Site 5 – MU-1f11.0h160

DC Site 1 and Site 2 are based on the MU-2 District. The proposed DC (MU-2) District requires at-grade commercial uses and is intended to accommodate higher levels of street and

commercial activities as the sites are located in close proximity to the future LRT station. DC Site 1 has a maximum FAR of 8.0 and a maximum building height of 125 metres (approximately 35 storeys). DC Site 2 has a maximum FAR of 9.0 and a maximum building height of 150 metres (approximately 42 storeys).

DC Site 3, Site 4 and Site 5 are based on the MU-1 District. The proposed DC (MU-1) District accommodates a mix of residential and commercial uses with commercial or residential uses at-grade to provide flexibility. DC Site 3 has a maximum FAR of 5.0 and a maximum building height of 91 metres (approximately 26 storeys) and allows Specialized Industrial as a discretionary use to accommodate research and development, analysis or testing in a laboratory, or light industrial activities. DC Site 4 has a maximum FAR of 7.0 and a maximum building height of 91 metres (approximately 26 storeys) and has additional setback requirements to facilitate appropriate interface with the AMC. DC Site 5 has a maximum FAR of 11.0 and a maximum building height of 160 metres (approximately 45 storeys).

Pursuant to Section 20 of the Land Use Bylaw 1P2007, this application for a DC has been reviewed by Administration and the use of a DC is necessary to achieve this unique development proposal. The DC represents an innovative approach to create specific design guidelines for the AMC, to provide Development Authority powers to advance limited development prior to or concurrent with an LRT station and to prevent premature intensification until an LRT station and affordable housing units are provided. The same result could not be achieved through the use of a standard land use district.

The proposed DC District includes a rule that allows the Development Authority to relax sections 8, 15, 22, 29 and 38. The intent of this rule is to ensure that 1P2007 rules that regulate aspects of development, and which are not specifically regulated in this DC, can also be relaxed in the same way that they would be in a standard district. In addition, the proposed DC District has included the opportunity for relaxations to Sections 11, 18, 25, 31(3), 32, 33, 34, 41, 44, and 45 of the DC District. The intent of including these additional sections in the relaxation clause is to allow for flexibility, should minor bylaw relaxations be identified during development permit review. Any relaxations granted would need to meet the test for relaxation included in the Land Use Bylaw 1P2007.

The proposed S-SPR District is intended to provide for schools, parks, open space and recreational facilities with parcels of various size and use intensities. This designation will be applied to the land and will be dedicated as Municipal Reserve (MR) pursuant to the Municipal Government Act. The proposed S-SPR District is centrally located within the outline plan area and is intended to accommodate a public park space.

If approved by Council, the rules of the proposed land use districts along with the proposed amendments to the LAP, MDP and CTP will provide further guidance for future development. Additional items that will be considered through the development permit process include, but are not limited to:

- ensuring an appropriate building interface with streets and adjacent developments;
- paying particular attention to developments along major roadways;
- improving pedestrian and cyclist connections between the sites and the local pathways;
- creating a welcoming and safe environment in the public realm and amenity space; and
- mitigating shadow impacts and ensuring compatibility with the surrounding developments using landscaping and building design.

## Urban Design Review

The applicant held a design charette with various City business units, community representatives and area landowners on 2022 June 28. This session helped to further shape changes to the application's built forms, location of uses, public spaces and mobility connections. Additional design review was undertaken through 2023 with Urban Design and The City's Development Applications Review Team to refine public spaces, walking and wheeling connections and building interface expectations adjacent to the AMC. As a result of the collaboration efforts, the proposed outline plan includes key improvements from the initial submission. These improvements include:

- a new park space centrally located within the plan area to serve as a community hub;
- a new 6.0 metre wide central pathway (AMC) connects through the site, as well as to the proposed LRT station and park space;
- mixed-use districts with at-grade commercial uses create an active urban frontage around Macleod Trail S, the proposed LRT station and portions of the AMC;
- building setbacks and stepbacks for developments adjacent to the AMC; and
- separate walking and wheeling facilities provided throughout the plan area as preferred travel options to enable safe and sustainable travel for future residents and workers.

## Subdivision Design

The proposed outline plan covers approximately 14.02 hectares (34.65 acres) and facilitates the development of a comprehensively planned mixed-use neighbourhood. The subject site currently consists of 10 individual titled parcels under single ownership, and the parcels are intended to be consolidated to facilitate the comprehensive development.

The proposed outline plan delineates five mixed-use districts and one special purpose district. In order to develop to the ultimate densities and heights provided in the DC, an outline plan condition requires the developer to enter into a Special Development Agreement (SDA) with The City, to The City's satisfaction, for the construction of the proposed LRT station (Attachment 2). In the scenario without the LRT station and affordable housing units, the site would accommodate mixed-use developments with up to six storeys.

- Site 1 (DC/MU-2f8.0h125) is located in the southwest portion of the plan area (2.41 hectares  $\pm$  or 5.96 acres  $\pm$ ), along Macleod Trail S and the new 73 Avenue SE, and is intended to serve as a gateway into Midtown. The site is expected to accommodate mixed-use development with a maximum FAR of 8.0 and a maximum building height of 125 metres (approximately 35 storeys) and requires commercial uses at-grade to create an active and pedestrian-oriented interface with the street.
- Site 2 (DC/MU-2f9.0h150) is located in the southern portion of the plan area (0.95 hectares  $\pm$  or 2.35 acres  $\pm$ ) and is intended to accommodate mixed-use development with a maximum FAR of 9.0 and a maximum building height of 150 metres (approximately 42 storeys). The site also requires at-grade commercial uses along 73 Avenue SE into Midtown Plaza SE. This site is anticipated to accommodate the potential LRT station and is designed to provide a public transit plaza with a pick-up/drop-off zone and bicycle parking.
- Site 3 (DC/MU-1f5.0h91) is located at the southeast portion of the plan area (0.52 hectares  $\pm$  or 1.28 acres  $\pm$ ) and is intended to accommodate mixed-use development

with a maximum FAR of 5.0 and a maximum building height of 91 metres (approximately 26 storeys). The site provides the opportunity for commercial or residential uses at-grade and allows Specialized Industrial as a discretionary use to accommodate research, testing, and light industrial activities. The walking and wheeling overpass associated with the proposed LRT station would land on this site to enable access to and from the Fairview community.

- Site 4 (DC/MU-1f7.0h91) is located in the centre of the plan area (5.12 hectares  $\pm$  or 12.65 acres  $\pm$ ) and is intended to accommodate mixed-use development with a maximum FAR of 7.0 and a maximum building height of 91 metres (approximately 26 storeys). This site will be adjacent to a public park (0.63 hectares  $\pm$  or 1.56 acres  $\pm$ ) and includes the proposed AMC which will provide pedestrians and cyclists access along the spine of the plan area. This site has additional design guidelines to enhance the interface with the AMC.
- Site 5 (DC/MU-1f11.0h160) is located in the northern portion of the plan area (1.36 hectares  $\pm$  or 3.37 acres  $\pm$ ) and is intended to accommodate mixed-use development with a maximum FAR of 11.0 and a maximum building height of 160 metres (approximately 45 storeys). The site provides the opportunity for commercial or residential uses at-grade. The site may require further design and use considerations given its adjacency to Glenmore Trail SE, which can be reviewed at the development permit stage.
- The S-SPR District is intended to accommodate a park space (0.63 hectares  $\pm$  or 1.56 acres  $\pm$ ) that is centrally located within the plan area. This park is accessible from Fisher Street SE and from the AMC. MR dedication is owed for this site and will be provided as a park space.

### Street network

The outline plan proposes four new street connections: 73 Avenue SE, Midtown Plaza SE, Midtown Road SE and Midtown Row SE. The proposed street names have been reviewed by Administration and will be submitted for approval with the future subdivision application. The proposed street network and cross sections broadly align with the objectives of the Complete Streets Policy & Guide and TOD best practices. Higher quality public realm and sidewalks, in addition to protected wheeling lanes, are provided throughout the plan. This approach to streets prioritizes safety and encourages transit use.

### Pathways

There is no existing regional pathway network in or adjacent to Midtown. The outline plan proposes new local pathways to complement on-street walking and wheeling facilities. The AMC provides a high quality pedestrian connection along the spine of the site. Finally, the LRT station would incorporate a pathway connection to Fairview.

### Open Space

The proposed S-SPR parcel (0.63 hectares  $\pm$  or 1.56 acres  $\pm$ ) will provide a public park space for area residents, workers and visitors. The proposed S-SPR parcel is to be dedicated as MR and adequately meets the MR amount owing (0.35 hectares  $\pm$  or 0.86 acres  $\pm$ ), which equates to 0.28 hectares (0.70 acres) of voluntary dedication. The proposed public park concept includes amenities such as seating areas, plantings, pathway connections and open lawn areas that will provide the opportunity for potential future programming in this park (Attachment 10). The AMC is adjacent to this park space and can support further programming.



The proposed road closure areas, 0.88 hectares  $\pm$  (2.17 acres  $\pm$ ) of existing road right-of-way for Fisher Road SE and 0.18 hectares  $\pm$  (0.44 acres  $\pm$ ) of the existing road right-of-way for 73 Avenue SE, will be included in the subdivision design as portions of the internal roadways, development sites and open space. A breakdown of the statistics for the outline plan can be found in the Proposed Outline Plan Data Sheet (Attachment 11).

### **Intensities**

The proposed land uses would enable development far exceeding the MDP's minimum targets for population and jobs and could provide a significant contribution to the City's [Home is Here, The City of Calgary's Housing Strategy 2024-2030](#). At full build-out with an LRT station, the site is anticipated to accommodate approximately 7,045 homes, 102,552 square metres of commercial space and a total of approximately 10,875 people and 2,810 jobs. The proposal is anticipated to achieve 503 units and 200 jobs per hectare, with an intensity of 976 people and jobs per hectare.

### **Transportation**

The regional road and street network consists of Macleod Trail S along the western edge of the plan area and Glenmore Trail S along the northern boundary of the plan area. Macleod Trail S is classified as an Urban Boulevard but currently does not yet meet the design or operating expectations for this classification. Glenmore Trail is classified as a Skeletal Roadway. The CPKC rail line and the C-Train Red Line form the eastern boundary of the plan area, apart from the one parcel on the east side of the freight rail corridor. No LRT stations are currently accessible from the site.

A Transportation Impact Assessment (TIA) was submitted to evaluate the proposed impacts on the regional road and street network, as well as to determine the internal street network and cross-sections. A focus on transit and active modes is central to managing motor vehicle demand and mitigating greenhouse gas emissions. While motor vehicle infrastructure changes are still required to accommodate anticipated demand, the scale and cost of these changes are reduced due to the focus on sustainable travel options.

The new internal network was developed to take advantage of the dense development of the proposed community by providing wide sidewalks, protected wheeling lanes, boulevard trees and parking lanes on almost all streets.

To enable a new primary network to the plan area will involve the closure of the existing 73 Avenue SE right-of-way on the east side of Macleod Trail S. This will realign the intersection to create a 4-legged intersection with the western leg of 73 Avenue. This will remove two current "T" intersection configurations, creating a new all-turns access. This will improve overall access for surrounding developments and communities.

Transit to the plan area is anchored by the proposed developer-funded infill LRT station. The current Route 81 (Macleod Trail) that runs along Macleod Trail will be rerouted in the future to run through Midtown to provide a local bus connection to the site. Further bus route adjustments may be required as transit demand evolves.

### **Environmental Site Considerations**

There are no known concerns that prevent moving forward with this application at this time. Prior to the approval of future development permits, the applicant is required to submit an Environmental Summary Report, which shall compare previous assessment results to the most

current Alberta Environmental and Parks residential guidelines. If the results indicate that soil and/or groundwater impacts are present, the applicant must then submit a Soil Management Plan (SMP) and/or Remedial Action Plan (RAP) to address the concerns. All reports submitted shall be prepared by a qualified professional and will be reviewed to the satisfaction of the City of Calgary.

### **Utilities and Servicing**

Existing public deep utilities and private overhead and shallow utilities exist within and adjacent to the plan area and are generally sufficient to service the proposed development, following local connections and upgrades which are the responsibility of the developer. Major and currently unplanned downstream sanitary upgrades will be required to service Midtown's ultimate build out.

The developer will be responsible to construct and accommodate public water, sanitary and storm main extensions, and to adequately service the plan area. These improvements will be subject to the terms and conditions of a Development Agreement, prior to the endorsement of the future Subdivision application. Utility relocations and utility protection shall be done at the developer's expense and to the satisfaction of the relevant utility owners.

### Water Infrastructure

Water infrastructure is immediately available to service the plan area. Multiple connections to the existing public mains that border the plan area will be constructed by the developer to adequately service the sites. A Water Network Plan was submitted and accepted.

### Sanitary Infrastructure

Sanitary infrastructure is immediately available to service the plan area. Sanitary mains will be constructed by the developer within and through the plan area to connect to public mains.

A Sanitary Servicing Study (SSS) was submitted and accepted. Prior to the approval of future development permits, further studies and updates will be required to demonstrate that there is or will be sufficient downstream capacity in the local pipes.

The proposal required immediate upgrades to two sections of local sanitary pipes along Fisher Street SE. Said upgrades were necessary for early phases of development within the outline plan area and were constructed by The City in 2023.

Through the review of the development proposal, it was determined that downstream sanitary capacity constraints will require additional capital upgrading to service the plan area. Development within the outline plan area may be restricted until such time as these upgrades are completed. There are two segments of sanitary sewer upgrades that will be required along the CPKC freight rail corridor and north of the development. These downstream sanitary constraints are not expected to arise until approximately 2034 as per the Sanitary Servicing Study with the first segment being in advance of 2034 and the second segment before full build out for the entire outline plan area. At present, these upgrades are not identified in the Sanitary Long Range Plan or Capital Budgets. Approval of future development permits will be subject to ongoing monitoring of timing for required downstream upgrades and availability of funding.

The required capital sanitary upgrades are not planned within the current 4-year budget or 10-year capital plan. Combined with growth in the Chinook area, modelling suggests that substantial downstream sanitary trunk upgrades will be required to service the ultimate Midtown development projections. Timing of the required upgrades will be dependent upon development

phasing and growth in the sanitary catchment area, but it is expected that capital trunk upgrades could be pursued in two phases, required as early as 2034.

#### Storm Infrastructure

A Staged Master Drainage Plan (SMDP) was submitted and accepted. Storm infrastructure is immediately available to service the plan area. Storm infrastructure will be constructed by the developer within and through the plan area.

#### Fire Access

A Fire Access Concept plan was submitted and accepted. The proposed streets and associated cross sections are anticipated to provide reasonable and unobstructed fire access into, out of and throughout the plan area. Future developments will be subject to the fire access standards applicable at that time.

## Legislation and Policy

### **South Saskatchewan Regional Plan (2014)**

Administration's recommendation aligns with the policy direction of the [South Saskatchewan Regional Plan](#), which directs population growth in the region to cities and towns, and promotes the efficient use of land.

### **Growth Plan (2022)**

Administration's recommendation generally aligns with the policy direction of the Calgary Metropolitan Region Board (CMRB)'s [Growth Plan](#) (GP). The proposed land use amendment and policy amendment build on the principles of the GP by promoting efficient use of land and establishing strong, sustainable communities. The GP also promotes the efficient use of regional infrastructure. The site's proximity to Glenmore Trail achieves efficient use of existing skeletal road networks. If developed as a TOD, Midtown would further enable the efficient use of the existing LRT infrastructure.

Consistent with the Regional Evaluation Framework, The City is required to refer all significant MDP and LAP amendments to the CMRB. The proposed amendments are deemed to be significant and, given Midtown will have impact on regional transit and transportation corridors, it also meets the threshold of being Regionally Significant. As such, second and third readings associated with this application must be withheld until a CMRB decision is made.

### **Municipal Development Plan (Statutory – 2009)**

The subject site is within the Standard Industrial area, as identified on Map 1: Urban Structure of the [Municipal Development Plan](#) (MDP). The development site is in proximity to the Macleod Trail Urban Main Street and Chinook Major Activity Centre (MAC). Given the MDP and CTP identify the majority of the subject site as appropriate for only Standard Industrial development, amendments to the MDP and CTP would be required to advance the proposal.

Advancing Midtown would enable an ambitious vision for significant housing and employment opportunities within the plan area. The proposal would support Calgary's balanced growth, mobility choice and climate action objectives. An infill LRT station and active mobility upgrades would also expand the Primary Transit Network and 5A Network to benefit more Calgarians, at potentially reduced cost to The City.

As detailed in Attachment 18, Midtown Station: MDP and CTP Review, the application proposes significant intensification outside of Calgary's strategic growth framework and would require major upgrades, particularly the proposed infill LRT station. Intensification here may draw demand from other areas well-served by existing infrastructure that are already appropriate for these intensities.

The proposal would require an amendment to the MDP and CTP to identify the site as a Community Activity Centre (CAC). As identified in the MDP, CACs are intended to be located central to a number of residential communities or business areas, often on current shopping centre sites or around a specific employment area. To ensure active mobility upgrades necessary to achieve the intent of a CAC are provided, the map amendments would also update the 5A Network between Macleod Trail S, over the LRT right-of-way and freight rail corridor, into Fairview (Attachment 5).

### **Calgary Climate Strategy (2022)**

This application includes actions that address the mitigation objectives of the [Calgary Climate Strategy – Pathways to 2050](#). The outline plan proposes high density development, compact form and a broader mix of residential and commercial uses. This supports lower emissions from buildings themselves, and also enables more Calgarians to choose travel options that produce low or no greenhouse gas emissions. Realizing the proposed infill LRT station would provide a more sustainable travel option for residents and workers in Midtown, as well as those in Fairview and Kingsland. Walking and wheeling infrastructure is also proposed throughout the plan area to establish these as safe and desirable travel options. Administration and the applicant also discussed opportunities for district energy within the plan area. This, along with electric vehicle chargers, solar ready construction and other measures, will be considered further at the development permit stage.

### **Development Next to Freight Rail Corridor Policy (Non-Statutory – 2018)**

The [Development Next to Rail Corridor Policy](#) provides guidance for development in proximity to freight rail corridors to mitigate risk, ensure quality of life and facilitate responsible development. This policy applies to parcels that are partially or entirely within 30 metres of freight rail corridors. It does not prohibit development in that space but requires additional consideration for mitigating risk, if required. Limited portions of the proposed development along the LRT right-of-way are within 30 metres of the freight rail corridor. Future development permits would be reviewed against this policy to ensure compliance.

### **Heritage Communities Local Area Plan (Statutory – 2023)**

The subject site is located in an area identified as Industrial General and Commercial Corridor on Map 3: Urban Form, within the [Heritage Communities LAP](#). It is also identified as a Comprehensive Planning Site and currently has no scale modifier identified on Map 4: Building Scale. Comprehensive Planning Site policies that apply to the subject site support TOD best practices and were considered in the review of Midtown.

Midtown is proposed as CAC on Map 2: Community Characteristics, and as 'Neighbourhood Flex' and 'Neighbourhood Commercial' on Map 3: Urban Form. Prior to an LRT station and provisions of affordable housing units, Midtown is identified with the 'low' Building Scale (up to six storeys) on Map 4: Building Scale. To enable the ultimate densities and heights, the proposed policy further indicates that, if an LRT station is provided and provisions for affordable housing are determined acceptable by the Development Authority, development may exceed the scale modifiers shown on Map 4: Building Scale, up to the scale modifiers of 'High' (up to 26 storeys) and 'Highest' (over 26 storeys).

To realize the goals of this unique application, specific LAP amendments are proposed, and development guidelines have been included to ensure a high-quality development that responds to the surrounding development context (Attachment 6). The proposed policy amendment to the LAP include provisions regarding building height and massing, at-grade building interfaces, mobility infrastructure and interface expectations with the park space and the AMC. These policies enable street-oriented developments that will create activity and vibrancy throughout the site and particularly in commercial areas.