VOLUME 2:
Implementation Guidebooks

OFFICE CONSOLIDATION
2022 JANUARY

MUNICIPAL DEVELOPMENT PLAN: VOLUME 2, PART 1

THE NEW COMMUNITY PLANNING GUIDEBOOK

Adopted by Council
February 11, 2014

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THE CITY OF CALGARY
LAND USE PLANNING & POLICY

Onward! We will create great communities with quality living and working environments, more housing diversity, enhanced community distinctiveness, and vibrant public places.

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1.0 VISION AND CORE IDEAS

"Future Greenfield Areas are those large land areas in the city identified for future urban development that do not have an approved ASP in place. Planning for these areas should identify Activity Centres and/or Main Streets that provide for a variety of housing types, opportunities for daily needs within walking distance to residential communities, and centres for transit access. Supporting the land use pattern is a street network that connects residents, jobs and commercial services through direct automobile, transit, bicycle, and pedestrian routes. The overall community design should integrate natural area protection within the open space and green infrastructure systems."

- MDP Section 3.6.2

Bylaw 19P2017

Vision: Creating Complete Communities

The City will foster complete communities in greenfield areas by organizing development around compact Activity Centres and *Main Streets* that are connected, serviced and sustainable.

Core Ideas

1. Compact development

   New communities will make efficient use of land with focused growth in Activity Centres and *Main Streets*.

2. Multi-modal connectivity

   New communities will have a high degree of connectivity, within the community and between communities in other parts of the city, for pedestrians, cyclists, transit riders, and motorists. **Bylaw 47P2015**

3. Utilities and community services

   New communities will have a full complement of utilities and social community elements.

4. Open space network

   New communities will have a conveniently located and interconnected system of programmed and natural open spaces serving a wide range of users.

   Bylaw 19P2017

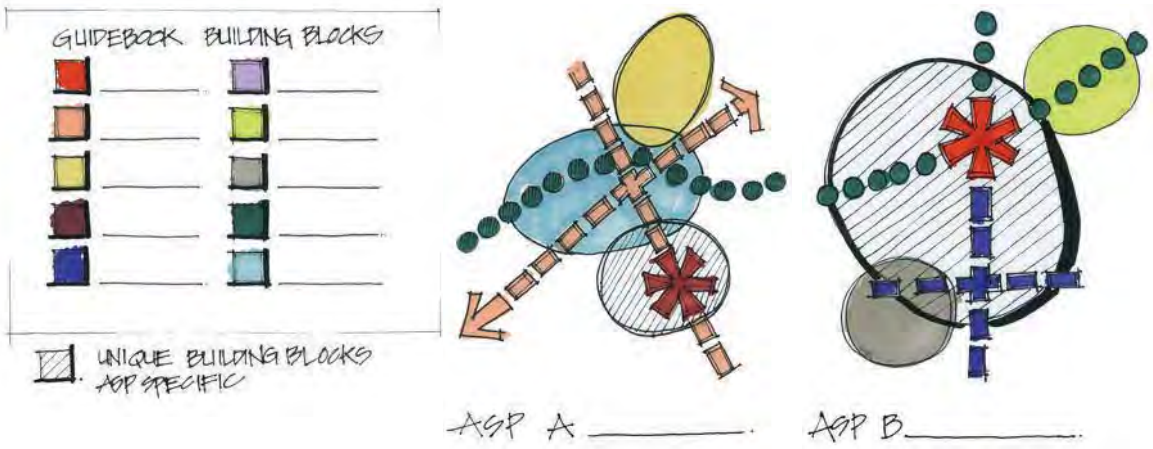
1.0 VISION AND CORE IDEAS

Guidebook Structure

This Guidebook:

- Provides the building blocks for new community design.
- Sets common standards for new community development.
- Translates the Volume 1 MDP objectives into implementation policy.

This Guidebook contains policy that is applied in conjunction with the policies of new community Area Structure Plans. It provides the basic building blocks for neighbourhood development.



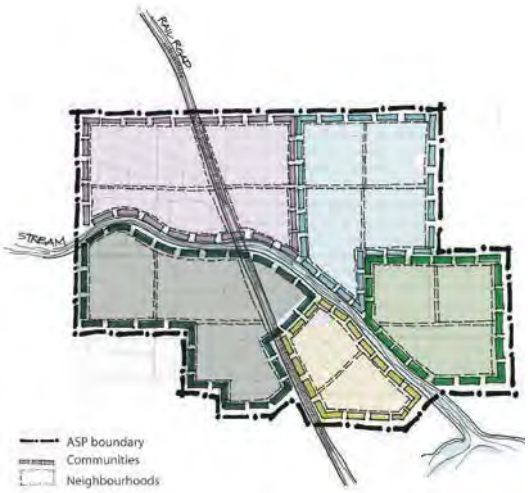
New community Area Structure Plans describe how those building blocks are arranged to produce neighbourhoods and communities. New community Area Structure Plans also provide any supplemental policies required in a particular plan area. Combined, they provide the policy for new community growth.

This structure translates the Municipal Development Plan's vision and core policies into implementation level policies in a way that standardizes and simplifies planning policies for new community growth.

This document starts by describing the forms of development (such as Neighbourhood Activity Centres, Urban *Main Streets*, etc.) that are the building blocks of new neighbourhoods and communities. It then describes the community services and amenities that are necessary to support neighbourhoods and communities, such as transportation and parks. Lastly, implementation details are provided to guide Administration and applicants. **Bylaw 19P2017**

2.0 COMMUNITY FRAMEWORK

Greenfield development should result in complete communities. Growth in greenfield areas occurs at the neighbourhood and community scales. The neighbourhood is the basic scale. Neighbourhoods are comprised of multiple development forms within a walkable distance. Communities are comprised of a number of neighbourhoods and will have the elements needed for people to live, work, learn and play locally.



Complete Community

"A community that is fully developed and meets the needs of local residents through an entire lifetime. Complete communities include a full range of housing, commerce, recreational, institutional and public spaces. A complete community provides a physical and social environment where residents and visitors can live, learn, work and play."

- MDP Glossary

2.1 Communities

1. Composition

   Communities should be composed of a series of distinct neighbourhoods and be served by a community-scaled Activity Centre or focal point.

2. Intensity

   a. Each community shall achieve a minimum intensity of 60 people and jobs per gross developable hectare upon initial build-out.

   b. Each community shall be planned to achieve a potential minimum intensity of 70 people and jobs per gross developable hectare as plan area renewal and intensification occurs.

3. Identity

   Community identity should be enhanced through:

   a. preservation and integration of unique natural features;

   b. parks with character and other public spaces;

   c. a high quality of architecture and urban design to create attractive streetscapes;

   d. edge conditions *that mark the transition from one community to another while weaving them together*;

   e. street names and signage that reflect local history and/or natural features;

   f. public art to be integrated with public places; and

   g. identification of historical resources, and development of interpretive features about such sites.

Bylaw 41P2014

2.2 Neighbourhoods

"A neighbourhood is a distinct part of a larger community, containing up to 5,000 people. A neighbourhood is typically considered to be a primarily residential area within walking distance of a local commercial area, school, park, transit station, etc."

- MDP Section 2.2.5

1. Overview

   All lands within Communities should be identified as part of a Neighbourhood, with the exception of Environmental Open Space (see Section 3.4.2) which may form a boundary of one or more Neighbourhoods.

2. Size and Intensity

   a. A Neighbourhood should range between 40 and 75 hectares (99 and 185 acres) in size.

   b. A Neighbourhood should achieve a minimum density of 20 units per gross developable residential hectare (8 units per gross developable residential acre).

      i. An Area Structure Plan (ASP) may identify a Neighbourhood with a lower density, to a minimum of 15 units per gross developable residential hectare (6 units per gross developable residential acre), if it identifies another Neighbourhood in the same Community with a higher density. The density of the two Neighbourhoods must average 20 units per gross developable residential hectare (8 units per gross developable residential acre) considering their respective gross developable areas.

      ii. Density averaging shall only be used in cases where there is a benefit to the overall Community. This would be the case where the limitations in one Neighbourhood (e.g. limited access or irregular shape/ topography due to natural features or infrastructure) warrant lower densities and opportunities in another Neighbourhood (e.g. proximity to primary transit) warrant higher densities.

      iii. Neighbourhoods with a density lower than 20 units per gross developable residential hectare should avoid homogeneous development and achieve City planning objectives related to built form mix, street connectivity and attractive streetscapes.

      iv. Each ASP shall show the minimum density requirement for each Neighbourhood on a map. Any density averaging between two Neighbourhoods shall be shown on the map. The map should be amended prior to or concurrent with an Outline Plan/Land Use Amendment application where density averaging is proposed. **Bylaw 41P2014**

2.0 COMMUNITY FRAMEWORK

3. Composition

   A Neighbourhood should consist of a Neighbourhood Area that is designed around an Activity Centre, or *Main Street*. Each Neighbourhood should provide: **Bylaw 19P2017**

   a. A diversity of housing choices

   b. Neighbourhood-scale commercial and/or services

   c. Public spaces, parks and recreation facilities

   d. Public transit

   e. Green infrastructure

4. Housing and Service Mix

   The variability in housing mix and services should meet the needs of all ages, abilities, incomes, and sectors of society. To accomplish this, applicants are encouraged to incorporate the design elements of the following documents:

   a. Seniors Age-Friendly Strategy

   b. Alberta Building Code Standata on Adaptable Dwellings

   c. Calgary's Access Design Standards

   d. The Guidelines for Housing Affordability and Affordable Housing

5. Design

   a. A Neighbourhood should promote walkability, accessibility and sense of place.

   b. A neighbourhood should provide a distinct identity. This is created by designing development to incorporate natural features (including sightlines and access to natural areas), public parks, gathering places, streetscape design, distinctive buildings, landmarks and public art.

   c. The design of the Neighbourhood should incorporate emergency services safe design and Crime Prevention Through Environmental Design principles.

   d. The street and mobility network of a neighbourhood should be highly connective and block-based. **Bylaw 47P2015**

Typologies

Typologies are the building blocks of neighbourhoods and communities. They are distinct geographic and functional areas that share common attributes. These are detailed in sections 2.3 to 2.9.

6. *Multi Residential Developments*

   Multi-residential developments contain three or more dwelling units on one parcel of land. Multi-residential developments are encouraged to integrate with other types of housing throughout Neighbourhoods, in a manner that provides inclusion and good access to services and amenities.

a. Location

i. Multi-residential developments should locate near a transit stop, amenities, open space and fit into the public grid street network.

ii. Priority should be given to locating multi-residential developments within Activity Centres and Main Streets. Multi-residential developments located elsewhere in the neighbourhood are also encouraged.

b. Multi-residential developments should:

i. integrate with the surrounding neighbourhood;

ii. provide creative and visual quality;

iii. design buildings to effectively respond to local topography;

iv. be adjacent to a liveable, collector or local street;

v. front onto a public street or a private internal drive aisle that looks and functions like a public street.

vi. provide clearly identified pedestrian connections across larger sites;

vii. suitably screen any surface parking; and

viii. have individual entrances for at-grade units (where the main floor is within approximately 1 metre of sidewalk elevation), where practical. **Bylaw 41P2014, 19P2017**

2.3 Neighbourhood Areas

Neighbourhood Areas consist predominantly, though not exclusively, of residential uses. They provide a range of housing choices and convenient access to local destinations.

1. Neighbourhood Areas shall include a variety of housing forms and affordability levels.

2. Neighbourhood Areas should:

   a. include opportunities for home-based business uses; and

   b. provide opportunities for a variety of compatible uses only if such development does not compromise the viability of similar development in a nearby Activity Centre or *Main Street*.

3. *deleted* **Bylaw 41P2014, 19P2017**

2.0 COMMUNITY FRAMEWORK

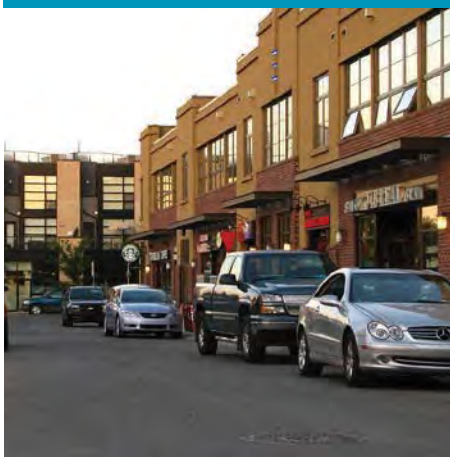
2.4 Neighbourhood Activity Centres (NAC)

NACs are neighbourhood focal points containing a mix of transit supportive residential and non-residential uses. Connected to surrounding land uses by a network of converging streets, walkways and pathways, NACs are designed to have a *pedestrian oriented environment* and an active public realm.

1. Location
   a. NACs should be located:
      i. central to the surrounding Neighbourhood Area in order that all neighbourhood residents live within 700m walking route distance via the transportation network; and
      ii. on a transit route with a stop serving the NAC.
2. Size and Intensity
   a. Each NAC should be comprised of an area of approximately 2 to 4 hectares (5 to 10 acres).
   b. Each NAC shall be comprised of a mix of land uses that achieve a minimum intensity of 100 people and jobs per gross developable hectare.
3. Composition
   a. Each NAC should be a comprehensively planned, mixed-use area consisting of a central amenity space, medium-density multi-residential development, and a non-residential use.
   b. Buildings adjacent to streets within the NAC shall be street oriented and have direct pedestrian connections from the public sidewalk to building entrances.
   c. Ground floor units adjacent to a street within the NAC should have direct pedestrian access to the public sidewalk.
   d. At least 300m2 (3,230ft2) of building use area shall be provided in the NAC to provide for non-residential uses such as local commercial, civic, employment uses and other compatible uses in a mixed-use or stand-alone format.

"The Neighbourhood Activity Centre (NAC) is a neighbourhood-scale centre providing opportunities for residential intensification and local jobs, retail, services and civic activities"

- MDP Section 3.3.4



e. Non-residential development in the NAC:

   i. *shall be oriented to the street and have direct and accessible pedestrian connections from the public sidewalk to building entrances, where there is onstreet parking across the frontage of the non-residential uses. Where there is no on-street parking across the frontage of the non-residential uses, development may be oriented to an internal private street (preferred) or parking area at the rear or side and should provide convenient pedestrian access from the public sidewalk to the non-residential unit entrances;*

   ii. may provide for only limited automotive uses;

   iii. should be small in scale, consistent with nearby residential areas; and

   iv. may include other compatible uses.

f. Residential uses in the NAC:

   i. shall accommodate a range of medium-density multi-residential development;

   ii. should be developed on multiple sites less than 1 hectare (2.5 acres); and

   iii. should include opportunities for residential-based commercial uses.

g. The central amenity space in a NAC:

   i. shall be designed as a multi-functional public space, such as a plaza or park;

   ii. shall comprise a land area of 0.2 to 1 hectare (0.5 to 2.5 acres);

   iii. shall provide bicycle parking;

   iv. should be bound by streets and/or active building facades;

   v. should be located on a prominent site;

   vi. should have a length to width ratio of less than 3:1;

   vii. should have no more than 25% of the dwelling units adjacent to the central amenity space in the form of single detached houses; and

   viii. should be located near one or more transit stops.

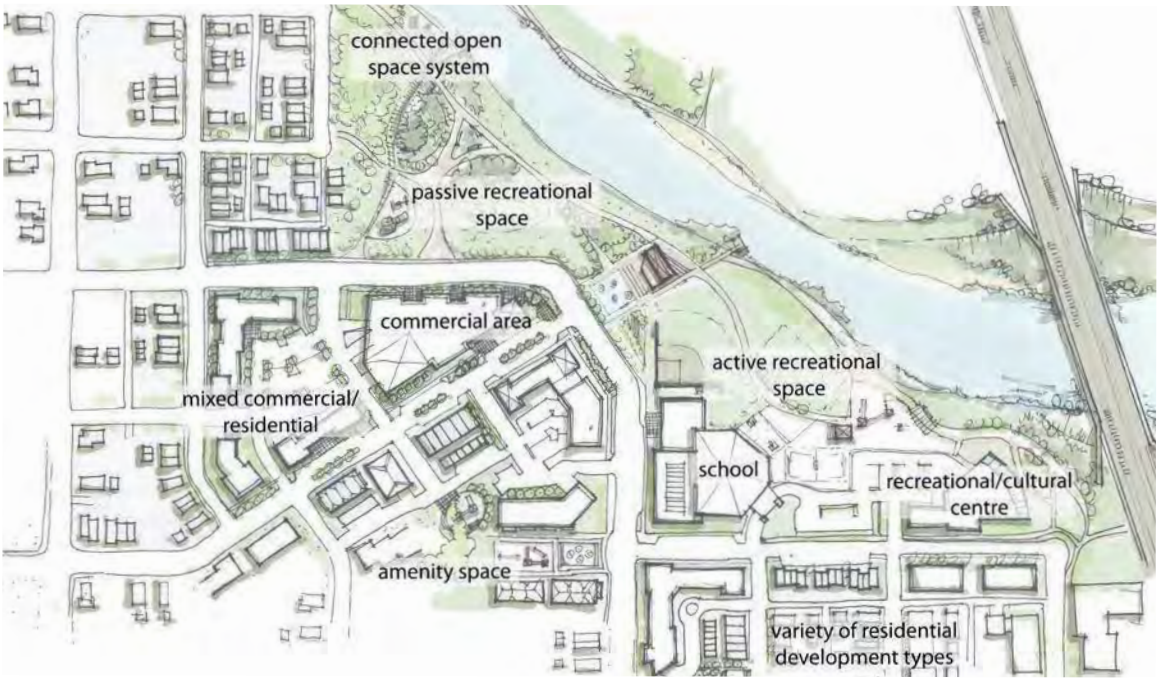
4. Modification of NAC Composition

   If the Neighbourhood that a NAC is situated in contains a Community Activity Centre (CAC) or Urban *Main Street*, then the medium-density multi-residential development and the non-residential components required in the NAC may instead be located in the CAC or Urban *Main Street*. The NAC should always provide a central amenity space for residents even in the case where the Neighbourhood contains a CAC or Urban *Main Street*. **Bylaw 41P2014, 19P2017**

2.0 COMMUNITY FRAMEWORK

2.5 Community Activity Centres (CAC)

1. Size and Intensity
   a. A CAC should be a minimum of 4 hectares (10 acres).
   b. Each CAC shall be comprised of a mix of land uses that achieve a minimum intensity of 150 people and jobs per gross developable hectare.
2. Composition
   a. To create a cohesive urban environment, the CAC shall include a mix of residential and commercial uses along with an appropriate amount of amenity space.
   b. No more than 70% of the land use in a CAC should be achieved with any one general land use type (e.g., residential, employment, retail, institutional, etc.).



   c. Commercial development in the CAC:
      i. should consist of small and medium format retail uses;
      ii. shall be integrated horizontally with other uses on the same or different sites within the CAC and/or vertically within *a* building with other uses; **Bylaw 47P2015**
      iii. should include a site for a community-scale food store; and
      iv. should accommodate employment uses.

d. Residential development in the CAC:
   i. shall accommodate a broad range of ground-oriented and *medium- to* high-density multi-residential development; **Bylaw 47P2015**
   ii. shall be integrated vertically and/or horizontally with other uses;
   iii. should comprise no less than 30% of the land use of the CAC; and
   iv. should be distributed throughout the CAC on multiple small and medium sites, less than 2 hectares large.

e. Amenity space(s) in the CAC:
   i. shall be designed to accommodate active and passive recreation;
   ii. shall comprise no less than 5% of the total land area of the CAC; and
   iii. should include a transit plaza central to the CAC with convenient and direct connections to transit service.

f. Cultural, recreational and institutional uses are promoted within the CAC.

g. A CAC should facilitate a variety of compatible uses.

2.0 COMMUNITY FRAMEWORK

2.6 Major Activity Centre (MAC)

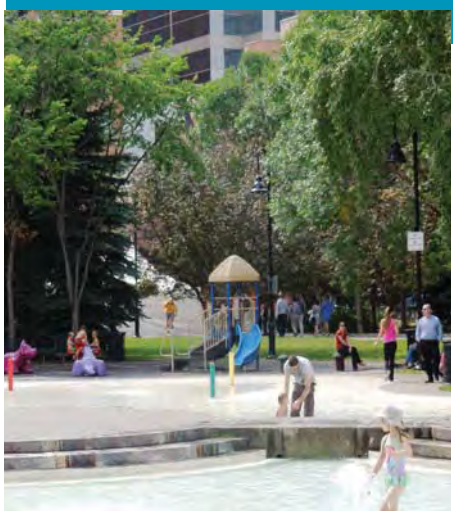
The purpose of a MAC is to provide a comprehensively planned urban node serving the needs of one or more Communities.

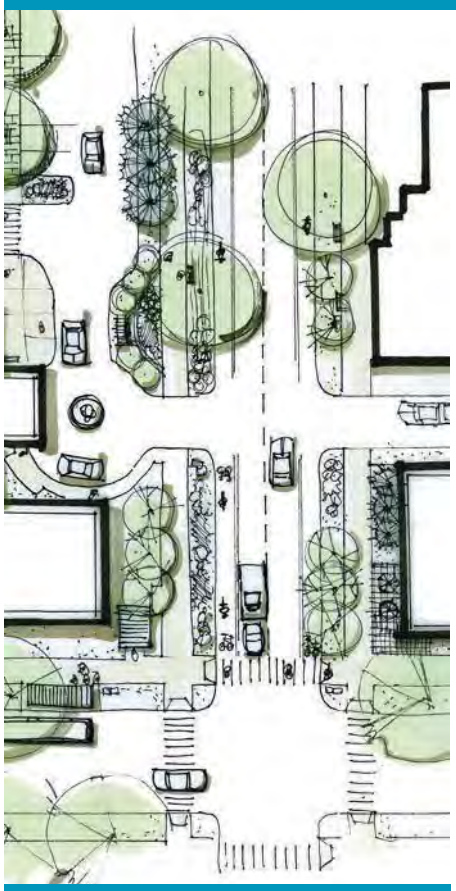
1. Size and Intensity
   a. The size of a MAC will be set by each ASP that contains one.
   b. Each MAC shall be comprised of a mix of land uses that achieve a minimum intensity of 200 people and jobs per gross developable hectare when fully built-out. The people and jobs in a MAC do not count towards the overall community intensity of 60 people and jobs per gross developable hectare.
   c. No more than 60% of the land use intensity of a MAC should be achieved through any one general land use type (e.g. residential, employment, retail, institutional, etc.).

2. Composition
   a. A MAC shall include an integrated mix of residential, commercial and other uses, and should contain at least one other significant use plus appropriately designed amenity spaces.
   b. Commercial development in a MAC:
      i. shall include a mix of employment uses and small, medium and large format retail uses; and
      ii. shall be integrated horizontally with other uses on the same or different sites within the MAC and/or vertically within buildings with other uses;
   c. Residential development in a MAC:
      i. shall provide a broad range of medium- and high-density multi- residential development;
      ii. shall be integrated horizontally and/or vertically with other uses;
      iii. should be distributed throughout the MAC on multiple small and medium scale sites; and
      iv. should comprise no less than 30% of the land use intensity of a MAC.
   d. Amenity space(s) in the MAC:
      i. shall be designed to accommodate active and passive recreation;
      ii. should comprise no less than 5% of the total land area of the MAC; and
      iii. should include a transit plaza central to the MAC.
   e. A MAC should contain at least one other significant use such as a recreational, institutional or cultural use, a health care centre or a post-secondary education facility or campus.
   f. A MAC should facilitate a variety of compatible uses.

"Major Activity Centres (MACs) provide for the highest concentration of jobs and population outside of the Centre City area. In addition to achieving higher concentrations of jobs and population, the design and character of MACs must also create a high-quality environment that features amenities for a comfortable street environment."

- MDP Section 3.3.2





"Neighbourhood Main Streets… are the 'main streets' for one or more communities, providing a strong social function and typically support a mix of uses within a pedestrian-friendly environment… Neighbourhood Main Streets provide the opportunity for moderate levels of intensification of both jobs and population over time. To support this increased activity, the Neighbourhood Main Street should be served by the Primary Transit Network. Neighbourhood Main Streets are also appropriate in greenfield communities as places to focus different housing types and densities and create local destinations adjacent to transit streets."

- MDP Section 3.4.3 **Bylaw 19P2017**

2.7 Neighbourhood *Main Street* **Bylaw 19P2017**

A Neighbourhood *Main Street* has the same purpose and requirements as a NAC, but takes a more linear format such as main street retail area. In addition to the policies in Subsection 2.4, the following policies apply to a Neighbourhood *Main Street*:

1. Each Neighbourhood *Main Street* shall be comprised of a mix of land uses that achieve a minimum intensity of 100 people and jobs per gross developable hectare.

2. Neighbourhood *Main Street*s should be located along a multi-modal Neighbourhood Boulevard.

3. The design of a Neighbourhood *Main Street* will ensure a strong pedestrian orientation and emphasize the street as the focus of neighbourhood activity.

4. Each Neighbourhood *Main Street* should comprise two or more block lengths and one or more blocks wide on either side of the Neighbourhood Boulevard.

5. Amenity space in a Neighbourhood *Main Street* shall be designed as one or more multi-functional spaces, such as plazas or parks to create points of interest along the Neighbourhood *Main Street* and/or enhance the design of prominent intersections or buildings. One of them should act as a central focus of the corridor.

Bylaw 19P2017

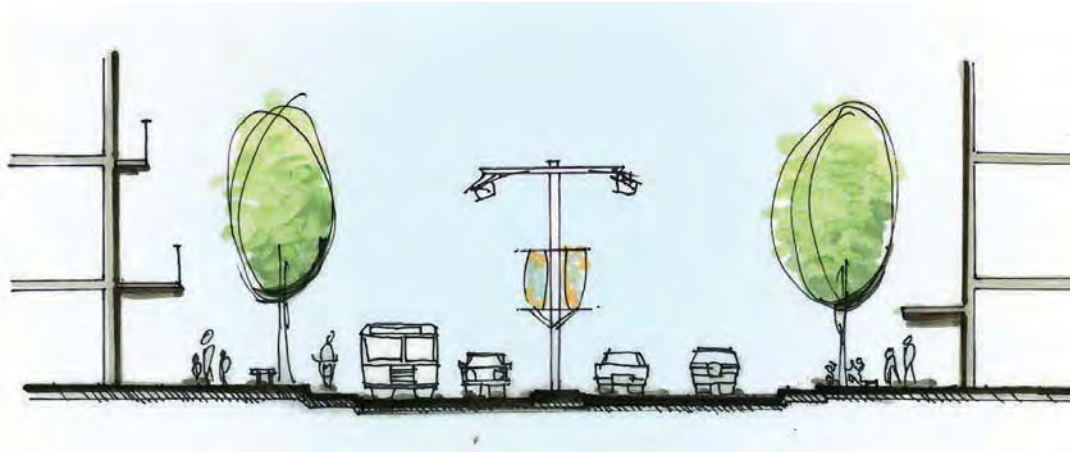
2.8 Urban *Main Street* **Bylaw 19P2017**

In addition to the policies in Subsection 2.6 (excluding 2.6.1.c and 2.6.2.e), the following policies apply to an Urban *Main Streets*:

1. Each Urban *Main Street* shall be comprised of a mix of land uses that achieve a minimum intensity of 200 people and jobs per gross developable hectare when fully built-out.
2. Urban *Main Street*s should be located along a multi-modal Urban Boulevard.
3. A Urban *Main Street* should be a minimum of one block wide on both sides of an Urban Boulevard, the length of which shall be specified by each ASP containing one.
4. Each Urban *Main Street* should provide a well-designed public realm lined by street-oriented buildings with primary entrances facing the Urban Boulevard.
5. Development in each Urban *Main Street* shall create a well-designed pedestrian environment while providing a variety of transit-supportive uses and active street frontages.
6. Commercial development in each Urban *Main Street* shall accommodate retail uses that fit a pedestrian scale.
7. Amenity space in a Urban *Main Street* shall be designed as one or more multi-functional spaces, such as a plaza or park, to create *a* point(s) of interest along the Urban *Main Street* and/or enhance the design of prominent intersections or buildings with one serving as a central focus of the Urban *Main Street*. **Bylaw 47P2015** **Bylaw 19P2017**

"Urban Main Streets provide for a high level of residentail and employment intensification along an Urban Boulevard street type, as defined in the Calgary Transportation Plan. The Urban Boulevard is a multi-modal street with a strong focus on walking, cycling and transit, though it continues to accommodate moderately high traffic volume. Urban Main Streets emphasize a walkable pedestrian environment fronted by a mix of higher intensity residential and business uses."

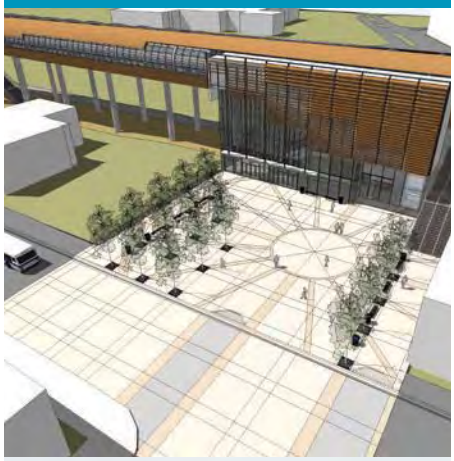
- MDP Section 3.4.2 **Bylaw 19P2017**



Transit-Oriented Development (TOD)

"A compact, mixed-use community within walking distance of a transit stop, that mixes residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car."

- MDP Glossary



2.9 Transit Station Planning Area (TSPA)

Transit-Oriented Development (TOD): A compact, mixed-use community within walking distance of a transit stop, that mixes residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car. – MDP Glossary. A TSPA includes land within 600 metres of any Light Rail Transit (LRT) or Bus Rapid Transit (BRT) station, or an area that has been specified in an ASP. It is an overlay that modifies another typology's requirements to better support transit. **Bylaw 47P2015**

1. *Development within the TSPA should be in accordance with The City's Transit Oriented Development Policy Guidelines.*
2. *Composition*
   a. *A TSPA should apply to an approximate 600 metre radius, as conceptually identified in an ASP, and should include the following transit supportive uses:* **Bylaw 47P2015**
      i. *an LRT or BRT station;*
      ii. *multi-residential development;*
      iii. *commercial;*

      and are encouraged to include:

      iv. *cultural or institutional;*
      v. *child care facilities;*
      vi. *a park and ride facility;*
      vii. *transit supportive employment; and*
      viii. *other appropriate and complementary uses.*
   b. *Land uses should be mixed both within buildings and on building sites (vertically and horizontally).*
   c. *The design and layout of the TSPA shall promote all modes of transportation, and particularly cycling, walking and transit.*
   d. *The street network within a TSPA should be a gridded, block-based network.*
3. *Development in each TSPA shall:*
   a. *achieve a minimum intensity of 100 people and jobs per gross developable hectare;*

b. *provide a transition of land use intensities with the highest generally in proximity to the transit station and lowest further from the station;*

c. *have primary entrances fronting onto the sidewalk/street; and*

d. *provide streets, walkways and pathways that converge on the transit station and establish safe, direct and convenient pedestrian and cyclist connections to the wider area.*

4. *Vehicle access should be designed to minimize vehicle crossings over sidewalks.*

5. *Drive through development should not be allowed.*

6. *Higher quality transit stops should be provided within the TSPA that have an attractive shelter/seating, convenient passenger drop-offs and bicycle racks/lockers.*

7. *A primary pedestrian and cycling route running directly between a future primary transit station and Neighbourhood Activity Centres or other pedestrian destinations shall be identified at the Outline Plan/Land Use Amendment Stage.*

8. *An architecturally distinct building or signature feature should be located at the terminus point of the primary street.*

Bylaw 41P2014

3.0 COMMUNITY SERVICES AND AMENITIES

Community services and amenities are what support and tie together the neighbourhood building blocks as described in the previous section. The physical elements provide mobility and water services. The social elements provide education, recreation and care facilities. The green elements provide open spaces for people and ecosystems. Together, they make places liveable.

3.1 Mobility

The mobility system should encourage sustainable modes of transportation and provide a highly-connected network of paths, streets and transit routes. This section builds on the following:

- Calgary Transportation Plan
- RouteAhead
- *Access Design Standards*
- *Bicycle Policy*
- Transit Friendly Design Guide
- *Pathway and Bikeway Plan*
- *Complete Streets Guide*
- Pedestrian Policy
- Cycling Strategy
- Calgary Community GHG Reduction Plan
- Roundabout Policy
- *Design Guide for Subdivision Servicing*
- *Open Space Plan*

Bylaw 47P2015

3.1.1 Pedestrian and Bicycle Circulation

Regional and local bicycle and pedestrian routes should provide direct and convenient circulation within and through Communities.

Photo Credit: Jean Chong

1. Active Mode Connectivity

   Active Mode Connectivity shall be maximized for pedestrians and cyclists. All Outline Plan applications shall provide quantitative measures demonstrating the active mode connectivity that is achieved for the application.

2. Regional Pathways
   a. The regional pathway network should aim to:
      i. locate within or integrate with a park, linear park or natural feature;
      ii. complement the on-street bikeway network;
      iii. align with and connect to the Calgary Greenway System and Green Corridors, where applicable;
      iv. provide opportunities for active and passive linear recreation;
      v. not conflict with driveways / alleys;
      vi. link major open spaces and other significant community destination points; and
      vii. connect with other Communities and municipalities outside of each Plan Area.
   b. Where the regional pathway cannot be located within or integrated with a park or natural feature, it may be located within a road right-of-way in the form of a multi-use or regional pathway or designated bikeway separated from vehicle traffic. **Bylaw 47P2015**

3. Local Pathways, Sidewalks, and Walkways
   a. Direct, safe, continuous and clearly defined pedestrian access shall be provided from public sidewalks and transit stops to building entrances.
   b. Multi-modal street connections take precedence over pedestrian only connections.
   c. The local pathway, sidewalk and walkway system should:
      i. link origin / destination points within each Plan Area;
      ii. achieve short, convenient, and direct non-motorized connections to and within community focal points, facilities and typologies;
      iii. connect residential, commercial, institutional and industrial areas;
      iv. provide convenient and practical access to transit stops;
      v. connect to the regional pathway system and Green Corridors; and
      vi. be determined at the time of Outline Plan / Land Use Amendment application.

4. On and Off Street Bicycle Routes
   a. On-street bicycle route design treatments should be determined at the Outline Plan / Land Use Amendment stage, in accordance with any applicable policies.
   b. Appropriate cycle tracks for off-street cycling or bike lanes or wide curb lanes for on-street cycling should be provided for identified cycling routes.
   c. For multi-residential and non-residential uses, bicycle parking shall be provided near building entrances and pedestrian walkways without conflicting with pedestrian circulation.

3.0 COMMUNITY SERVICES AND AMENITIES

3.1.2 Transit Service

Transit service should provide direct, convenient connections and transit stops should be located to facilitate direct pedestrian access.

1. Bus stops should be located to:
   a. serve significant destination points and housing areas;
   b. provide comfortable passenger waiting areas (benches, shelters, etc) and bicycle parking;
   c. provide direct, convenient transit service; and
   d. be within a five-minute walk (400m) of 90% of homes.
2. There should be safe, direct and unobstructed routes for pedestrians and cyclists to connect from transit stops to the pedestrian and bikeway network of a site.
3. Transit service areas, routes and bus stops shall be identified at the Outline Plan / Land Use Amendment stage and may be refined at the subdivision or development permit stage. The road network confirmed at the Outline Plan stage should facilitate direct, convenient and efficient transit service.

▲ bus shelter with canopy and wind protection

▼ within the 400m radius only the areas in blue are a 5 minute walk to the centre

3.1.3 Street Network

The transportation network should link Neighbourhoods together and be functional, safe and efficient for all modes of travel. The street network within each Plan Area shall accommodate walking, cycling and the efficient provision of public transit.

New communities are supported by a skeletal road and arterial street network that accommodates goods and people, connecting them between communities, across the City and throughout the region. The Calgary Transportation Plan (CTP) defines the existing and anticipated skeletal and arterial network. In conjunction with other high level policy and planning documents, Map 7 of the CTP provides a starting point for shaping land use decisions and in turn developing a supportive street network within the community through the ASP development process. In order to safely and efficiently accommodate higher volumes and larger vehicles moving between communities, arterials and skeletals have specific design features including parking prohibitions, greater intersection spacing, intersection design requirements and policies regarding noise attenuation, notwithstanding the objective to improve community connectivity though innovative design solutions. The Complete Streets policy and Design Guidelines for Subdivision Servicing further define these roadways and the related design requirements. **Bylaw 47P2015**

▲ A walkway allows pedestrians to cut between blocks instead of circumnavigating.

▼ A walkway connects a residential area with an adjacent commercial area right through a building.

1. Block-Based Design

   Each Neighbourhood should be designed with a grid or modified grid block-based network of walkable streets. Where this is impractical due to topography or other natural features, single-access street patterns should be linked by safe and attractive pedestrian and bicycle connections.

2. Local Street Layout:

   a. The layout of the local street network should provide direct connections and multiple route choices to origin / destination points and connectivity between sections of each Plan Area for all modes of transportation.

   b. The exact road and street pattern, including detailed design, typology / classification, street sizing and intersection/access spacing shall be determined at the Outline Plan / Land Use Amendment stage.

3. Emergency Access

   Connectivity shall be maximized for emergency vehicles and accommodate the ability of emergency services to provide emergency protection and response. Building and parking configurations shall also consider emergency access and egress.

3.1.4 Mobility in Activity Centres and *Main Streets*

Bylaw 19P2017

1. Mobility in Neighbourhood Activity Centres and Neighbourhood *Main Streets* **Bylaw 19P2017**

   a. To provide a high degree of connectivity for pedestrians, cyclists and drivers the design of the transportation network in and around *a* NAC and Neighbourhood *Main Street*: **Bylaw 47P2015, 19P2017**

      i. shall be a block-based network of interconnected streets, walkways and pathways;

      ii. should provide a high-quality streetscape with building or landscaping abutting the street or the public realm facades;

      iii. should provide building entrances off of the public street if on-street parking is permitted, or if on-street parking is not permitted, then primary entrances may be oriented towards an internal drive aisle with complete street elements (preferred) or parking area; and

iv. should provide safe and convenient walkway and pathway access.

b. Transit facilities should be a well-integrated focal point of each NAC and Neighbourhood *Main Street*. Transit service to these facilities must be direct and efficient. **Bylaw 19P2017**

c. Areas adjacent to each NAC and Neighbourhood *Main Street* shall establish a development pattern that ensures the proper functioning of each NAC and Neighbourhood *Main Street* as a highly-connected transit-oriented area. **Bylaw 19P2017**

d. Site designs are encouraged to incorporate transportation demand management elements.

e. On-site parking areas should be located behind buildings and not directly adjacent to a (Neighbourhood or Urban) Boulevard *where there is on-street parking across the frontage of the non-residential uses. Where there is no on-street parking, parking may be allowed to the side of buildings.*

f. The design of the streetscape shall accommodate elements such as street trees, street furniture, bicycle parking and appropriate lighting in order to enhance the experience of cyclists and pedestrians.

2. Mobility within Community Activity Centres and Major Activity Centres

a. Meet all requirements for Mobility in NACs and Neighbourhood *Main Street*s above. **Bylaw 19P2017**

b. CACs and MACs should be served by the primary transit network, with a stop located at a transit plaza that acts as a focal point, allowing transfers to and from feeder lines.

c. Where a CAC or MAC spans one or more arterial streets, the arterial street(s) shall be designed to accommodate the safe and convenient movement of pedestrians and cyclists.

3. Mobility within Urban *Main Streets* **Bylaw 19P2017**

a. Urban *Main Streets* should be served by the primary transit network with feeder bus routes linking to surrounding Neighbourhoods. **Bylaw 19P2017**

A transit plaza should be located in a prominent, central location and provide comfortable shelters, seating, signage, bicycle parking and adequate areas for transit patrons to transfer between routes. Ideally, the transit plaza will be integrated with surrounding buildings and include opportunities for transit patrons to access goods and services while waiting at the plaza.

b. Streets parallel to the Urban Boulevard should be designed to provide alternate route options for traffic.

c. Areas adjacent to the Urban *Main Street* shall establish a pattern of development that ensures the Urban *Main Street* is a highly-connected, transit-oriented area. **Bylaws 41P2014, 19P2017**

3.1.5 Parking Design

The purpose of these policies is to provide safe and convenient automobile access to buildings while ensuring the built form and the pedestrian and cyclist realm are designed well.

1. *Quantity of Parking*

   a. *Provision of parking stalls in excess of the minimum Land Use Bylaw requirements should be provided in structured and/or underground parking.*

   b. *Employing strategies that qualify for parking requirement reductions is encouraged.*

2. *Parking Design*

   a. *Surface parking facilities should be located and designed to provide safe, convenient sidewalk and pathway connections for pedestrians, transit users and cyclists to access building entrances as well as convenient and efficient access for motorists.*

   b. *Surface parking facilities should be distributed and configured to shorten distances between buildings and public sidewalks and to reduce the overall scale of the paved surface.*

   c. *Site circulation shall be designed to minimize conflict between pedestrians and vehicles.*

3. *On-street Parking*

   On-street parking is highly encouraged to support a mix of uses and improve the pedestrian realm throughout Transit Station Planning Areas (TSPA), any Activity Center or any Main Street.. **Bylaws 41P2014, 19P2017**

3.0 COMMUNITY SERVICES AND AMENITIES

3.2 Utilities

These policies ensure that utility infrastructure will adequately, safely and efficiently service the ultimate development within each Plan Area. This section builds on the following:

- Water Efficiency Plan
- Watershed Water Management Plans
- Total Loading Management Plan
- Stormwater Management Strategy
- Stormwater Management Design Manual
- Stormwater Source Control Practices Handbook
- Wind Energy Conversion System Policy
- *Calgary Wetland Conservation Plan*
- *Sanitary Servicing Study guidelines*
- *Interim City Wide Stormwater Targets*
- *Complete Streets Guide*
- *Low Impact Development Modules*
- *Open Space Plan*

Bylaw 47P2015

3.2.1 Utility Infrastructure

1. Urban development in each Plan Area shall be serviced with municipal water, sanitary sewer and stormwater infrastructure and shallow utilities (i.e. gas, cable, electricity, telephone) as determined necessary by utility providers.

2. The provision, alignment and capacity of water distribution mains and water mains, sanitary sewer mains and trunks and stormwater mains and trunks within a development shall be in accordance with City standards, and confirmed through utility servicing studies / analysis.

3. The location of all utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of The City, the applicant and the utility companies and may be refined at each stage, as needed.

4. Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.

5. Utility rights-of-way should be designed to reduce the setback of buildings from the street wherever possible and ensure the long-term viability of street trees.

3.2.2 Water and Sanitary Servicing

The water distribution and sanitary collection systems shall be designed to adequately, safely and efficiently serve the full build out of each Plan Area.

1. *The City of Calgary's Water Resources Business Unit shall identify any offsite water distribution mains and/or feedermains required to be installed to provide municipal water to an Outline Plan/Land Use Amendment area.* **Bylaw 47P2015**

2. *As part of an Outline Plan/Land Use Amendment Application, a Sanitary Servicing Study may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.* **Bylaw 47P2015**

3. *Alternative alignments and locations for proposed infrastructure may be considered at the Outline Plan/Land Use Amendment stage.* **Bylaw 47P2015**

4. *Any proposed land use or transportation network changes to the approved ASP at Outline Plan/Land Use Amendment stage may require a re-evaluation of water and sanitary infrastructure.*

5. *Any proposed distribution systems for an Outline Plan/Land Use Amendment area shall be reviewed and, if required, modelled by the City of Calgary's Water Resources Business Unit as part of an Outline Plan/Land Use Amendment Application.*

6. *Utility placement will minimize impact to Environmental Open Space. Outline Plan/Land Use Amendment Applications shall identify the location of proposed infrastructure utility rights-of-way.* **Bylaw 47P2015**

3.2.3 Stormwater Management

The stormwater management system for each Plan Area should be designed to adequately and efficiently service development, while preserving riparian areas, natural water courses/drainages, and wetlands within a Plan Area and beyond. The stormwater management system within a Plan Area shall adhere to all relevant City of Calgary policies, including stormwater management design manuals, bulletins and modules, watershed plans, approved Master Drainage Plan, and the goals of the open space network.

1. *General*

   a. *Prior to approval of an Outline Plan/Land Use Amendment Application, a Master Drainage Plan, in conjunction with an Area Structure Plan should be prepared and approved by The City of Calgary Water Resources and the Parks Business Units.*

   b. *A Staged Master Drainage Plan, referencing and remaining consistent with all relevant stormwater management policies and plans at the time of application shall be submitted as part of an Outline Plan/ Land Use Amendment Application.* **Bylaw 47P2015**

2. Stormwater Ponds

   a. *Stormwater ponds should be located on a public utility lot. Alternate land use conditions may be considered, subject to approval from Development Engineering.* **Bylaw 47P2015**

   b. *Engineered stormwater wetlands may be integrated within acquired Environmental Open Space where there is no significant impact to natural habitat, as demonstrated in an approved biophysical impact assessment.* **Bylaw 47P2015**

   c. *Requirements for stormwater outfall discharge locations, maximum allowable release rates, unit area release rates, runoff volume control targets, and stormwater treatment, should be consistent with the approved Master Drainage Plan for the Plan Area.* **Bylaw 47P2015**

3. Best Management Practices

   As part of the preparation of the Master Drainage Plans and Staged Master Drainage Plans, alternative methods for stormwater volume control, peak flow control and water quality enhancement should be assessed with regard to natural features of the watershed, source controls, low impact development methods, and the conservation of open space.

   Stormwater best management practices should be designed to: include low-impact development solutions in accordance with all relevant City of Calgary policy; introduce measures to mitigate impacts to water quality that could potentially result from development; maintain or restore the natural hydrological processes of a site; preserve natural site features and topography, and; control stormwater as close to its source as possible. **Bylaw 47P2015**

3.2.4 Telecommunication Antenna Structures Siting Protocols

Proponents of telecommunication antenna structures are encouraged to select sites during the initial planning stages of a new community. Accordingly, The City of Calgary, Telecommunication Antenna Structures Siting Protocols document provides guidance on such things as siting/location, height, design and materials, screening, public consultation, and potential for co-location of antennas.

To better understand the City's procedures and evaluation methods, refer to The City of Calgary, Telecommunication Antenna Structures Siting Protocols. **Bylaw 47P2015**

3.3 Facilities

Facilities provide care, culture, education, recreation and protection to citizens. They include cultural centres, health centres, social service facilities, public infrastructure, government buildings and other facilities that provide community services by the public sector, and non-profit agency, charity or partnership. This section builds on the following (other documents are noted in the relevant sections):

- Recreation Master Plan
- 10 Year Strategic Plan for Sport Facility Development & Enhancement
- Recreation Amenity Gap Analysis
- Art Spaces Strategy & Capital Plan
- Calgary Poverty Reduction Initiative.

This centre provides a large range of facilities, which include:

- public library
- facility rentals for sport, recreation, social, cultural and corporate events
- YMCA
- medical and wellness clinics
- food services
- educational services

1. Variety of Services & Facilities

   Site requirements for community services and facilities will be determined by each ASP.

2. Co-Location and Multi-Use Facilities

   To make efficient use of parking, outdoor amenity space, playing fields, etc. Community facilities may co-locate on sites or in buildings shared with other uses. Community facilities should be designed as multi-purpose and flexible with components that respond to diverse needs, with opportunities to accommodate as wide a range of users as possible and to be convertible to other uses in the future.

3.0 COMMUNITY SERVICES AND AMENITIES

3.3.1 Care Facilities

A broad range of specialized accommodation and care needs should be provided for as needed throughout the community in a form that fits with local character.

1. Child Care Facilities

   Child care needs should be met in each community through such measures as:

   a. designing child care facilities in accordance with The City's Child Care Service Policy and Development Guidelines;

   b. dispersing child care facilities throughout each Plan Area; and

   c. providing for various sizes and types of child care facilities.

2. Care Facilities

   a. Care Facilities shall be planned and designed in accordance with *The City's Planning Principles for the Location of Care Facilities and Shelters (2011*).

   b. Specialized housing and care needs in the community should be provided for through such measures as: enabling care facilities to locate in residential and mixed-use areas; and dispersing different types of care facilities throughout each Plan Area.

3. Seniors Care Facilities

   Seniors Care Facilities should accommodate the needs of an aging population in a manner that provides for social inclusion and convenient access to services and amenities. Seniors' housing and facilities should be:

   a. located in proximity to green space, pathways, parks, and other amenities;

   b. designed to be integrated into the Neighbourhoods and Communities to facilitate a feeling of inclusiveness;

   c. provided in a variety of forms, both one-story ground oriented and apartment; and

   d. located along streets with transit routes and near a bus stop.

Bylaw 41P2014

3.3.2 Cultural Facilities

Cultural facilities (places of worship and community supportive uses) are an integral part of complete communities. Each Plan Area should:

1. Encourage the development of places of worship and other cultural facilities where they can serve as community focal points;

2. Disperse places of worship and other cultural facilities at appropriate locations throughout each Plan Area to maximize coverage and avoid traffic congestion issues; and

3. Ensure that places of worship and other cultural facilities are appropriate for their location in the community relative to nearby buildings in the community.

3.3.3 Schools

Joint use sites (JUSs) and high schools provide education institutions together with sports fields and recreational areas.

1. General Provisions
   a. School sites must follow the requirements of: the School Act; the MGA; the Joint Use Agreement; and the Site Planning Team Standards for School Sites;
   b. A developer-prepared Concept Plan showing the proposed layout and amenities for a school site within the application area and a preliminary grading plan must be prepared and accepted prior to Outline Plan / Land Use Amendment approval.
   c. When a JUS or high school site is located in an Activity Centre, the school building envelope should be located closest to and integrated with the Activity Centre.

2. Size & Composition
   a. The size of a JUS or high school shall be indicated in each ASP and specifically determined through the Outline Plan / Land Use Amendment process. Suitable land should be provided for active playfields and park space.
   b. While flexible use of school buildings is encouraged, the predominant use of land within a JUS shall be for educational and recreational uses.
   c. High school sites shall contain a high school building and associated recreational and educational facilities, and other related uses or complementary activities.

3. High School
   a. A high school should be located on a site with two functional street frontages (ideally Collector roads). Access and egress, drop off points and parking should be designed according to *best practices*. **Bylaw 47P2015**
   b. A high school site should be in a location that will be served by the primary transit network.

3.3.4 Community Association Sites

Community Association sites provide public spaces where residents can enjoy recreational and community oriented pursuits. One Community Association site should be located in each community.

1. *Community Association sites should be located on a transit route within 400 metres of a transit stop.*

2. *Any buildings on Community Association sites must be oriented to offer direct pedestrian access to the primary building entrance from the sidewalk.*

3. *The size of the site may be adjusted where facilities and open space are shared with other compatible and complimentary civic uses.*

4. *To make efficient use of parking, outdoor amenity space, playing fields, etc., community facilities may co-locate on sites or in buildings shared with other uses. Community facilities should be designed as multi-purpose and flexible with components that respond to diverse needs, with opportunities to accommodate a wide range of users and to be convertible to other uses in the future. The layout of Community Association sites and buildings should be planned strategically to allow future growth of the facilities.* **Bylaw 47P2015**

3.3.5 Municipal Facilities

1. Recreation Facilities

   The size, location, programming and configuration of sites required for recreation facilities shall be determined at the Outline Plan / Land Use Amendment stage. **Bylaw 47P2015**

2. Public Libraries

   A public library should be appropriately integrated with other public uses. It should be multi-purpose in design, and where it is a freestanding facility it should be on a parcel of land approximately 2 hectares (4.9 acres) in size. **Bylaw 47P2015**

3. Emergency Response Stations

   a. An Emergency Response Station site requires:

      i. approximately 0.8 hectares (2 acres);

      ii. all turns access to a major roadway;

      iii. a rectangular lot;

      iv. being situated at the highest elevation of the district where possible; and

      v. a minimum of two vehicular access points.

   b. *The emergency response station should, where applicable, work in conjunction with other suitable public facilities as long as they do not interfere with safe operations and access to the Emergency Response Station.* **Bylaw 47P2015**

4. Recycling/Waste Diversion

   One Community Recycling/Waste Diversion depot should be provided in each community.

3.3.6 Older Adult Housing

Consideration needs to be given to the aging adult population, as this demographic may require additional or separate facilities in order to take full advantage of their desired lifestyle. Given the mobility challenges that can be associated with older adults, the location and design of older adult housing is important to ensuring that communities meet the needs of all residents. The intent of these policies is to facilitate the inclusion of older adult housing opportunities in a manner that provides improved quality of life for older adults.

1. *Where provided, older adult housing should be:*

    a. *Integrated into neighbourhoods and communities to facilitate a feeling of inclusiveness;*

    b. *Provided within a MAC, TSPA, or NAC to facilitate access to services and amenities; and*

    c. *Located along streets with transit routes and within 400 metres of a bus stop to facilitate access to public transit.* **Bylaw 47P2015**

3.0 COMMUNITY SERVICES AND AMENITIES

3.4 Open Space Network

The open space network comprises current and future land and water areas offering public access. These areas may be wetlands, sports fields, grasslands, plazas, cemeteries, neighbourhood parks, utility corridors and stormwater management facilities.

The network is composed of three open space categories: Recreational Open Space (ROS), Environmental Open Space (EOS) and Alternative Use Open Space (AUOS). Collectively, these spaces are directed by the policies, and are intended to meet the goals and objectives, of the Municipal Development Plan (MDP) sections 2.3.4 ("Parks, open spaces and outdoor recreation") and 2.6 ("Greening the city").

The City, in accordance with the Municipal Government Act, may consider any of the following options to ensure the provision of open space:

▼ Open space with pathways and interpretive signage about the native vegetation in the *area*

Bylaw 47P2015

a. Owner dedication as Environmental Reserve;

b. Owner dedication as Municipal Reserve. The Approving Authority may, in its sole discretion, consider providing Municipal Reserve credit for such dedications;

c. Donations to appropriate not for profit agencies, land trusts, or The City (subject to negotiation);

d. Outright purchase (subject to negotiation);

Open space types	Open space categories		
	Environmental	**Recreational**	**Alternative Use**
	• Forests • Shrublands • Grasslands • Riparian areas • Watercourses • Wetlands	• Sports fields • Regional/city-wide recreation parks • Neighbourhood parks and playgrounds • Building sites (e.g., arena complexes, pools, leisure centres, arts centres, soccer dome) • Golf courses • Cemeteries • Cultural landscapes (e.g. Fort Calgary)	• Recreation centres/ fields in employment areas • Plazas • Special event facilities (e.g., outdoor concert venues) • Stormwater management facilities (e.g., dry or wet ponds, bio-swales) • Roadway greens • Utility corridors • Community gardens
	*The listings are representative and should not be considered conclusive.		

Bylaw 47P2015

e. Land swapping and transfer of credit Municipal Reserve (subject to negotiation);

f. Conservation easements and associated caveats to restrict development on private land, as per the provisions of the Alberta Land Stewardship Act; and

g. Environmental reserve easements as per the provisions of the MGA.

3.0 COMMUNITY SERVICES AND AMENITIES

At the time of the Outline Plan or detailed land use plan submission, land use shall be determined for the relevant open space types.

See the Open Space Plan for general strategic direction and specific policies for planning, locating and designing the three open space categories and the regional pathway system.

This section builds on the following plans:

- *Open Space Plan*
- *Biodiversity Strategic Plan*
- *imagineParks: A long term vision of Calgary's public parks and open space*
- *Cultural Landscape Strategic Plan*
- *Riparian Strategy: Sustaining Healthy Rivers and Communities*
- *Calgary...A City of Trees: Parks Urban Forest Strategic Plan*
- *Calgary Wetland Conservation Plan*
- *Urban Park Master Plan*
- *Natural Areas Management Plan*
- *Calgary Pathway and Bikeway Plan*

Bylaw 47P2015

3.0 COMMUNITY SERVICES AND AMENITIES

3.4.1 Recreational Open Space

Recreational Open Space (ROS) consists of land acquired by The City, through dedication or otherwise to provide areas for accessible public recreation such as neighbourhood parks, sports fields, cultural landscapes and cemeteries. ROS is planned to be functionally connected with the broader open space network and meet the objective set out in section 2.3.4 of the MDP, ("Parks, open spaces and outdoor recreation"), and is directed by the policies therein.

1. *Planning for Acquired Recreational Open Space*

a. *Lands should be used, in part, to establish buffers to help maintain the ecological function of protected EOS.*
b. *Lands should be functionally connected to other open space via green infrastructure.*
c. *Native tree stands and other vegetative habitats should be planted to enhance biodiversity and the ecosystem services of the lands.*
d. *Lands should be planned and designed to support stormwater management, while not negatively affecting public use of the area.*
e. *Impervious surfaces and compacted soils should be minimized to allow stormwater to soak into the ground and replenish ground water supplies.*

Bylaw 47P2015

3.4.2 Environmental Open Space

Environmental Open Space (EOS) consists of land acquired by The City, through dedication or otherwise, to preserve Environmentally Significant Areas such as wetlands, watercourses, riparian areas, escarpments and glacial erratics. EOS is planned to be functionally connected with the broader open space network and meet the objectives of MDP sections 2.6.2 ("Land"), 2.6.3 ("Water"), and 2.6.4 ("Ecological networks"), and is directed by the policies therein.

The EOS Study Area depicted on Local Area Plan land use concept maps are identified using the ecological inventory data available at the time of the plans adoption. Data are collected via field and desktop methods using established municipal, provincial and federal protocols, where applicable. The specific delineation of EOS and lands protected therein shall be further refined at the time of the Outline Plan or detailed land use plan submission.

3.0 COMMUNITY SERVICES AND AMENITIES

1. Planning for Acquired Environmental Open Space

a. *The following polices apply to lands acquired by The City at time of Outline Plan or detailed land use plan submission:*

i. *Lands should be functionally connected to other open space via green infrastructure to contribute to an interconnected open space network.*

ii. *Consideration of transportation, utility or other infrastructure crossings should be determined within the greater context of community need and treated with environmental sensitivity.*

iii. *If watercourse crossings are required, design considerations should be given for the most appropriate technique to maintain the ecological and hydrological function of the area, as demonstrated through an approved impact assessment.*

iv. *Recreational amenities (e.g., pathways, trails and viewing platforms) may be allowed where there is no negative impact on ecological and hydrologic function or to establish an ecological buffer, as demonstrated through an approved impact assessment.*

v. *Treated stormwater releases into existing water bodies may be acceptable, subject to all required provincial approvals, if the water contributes to the function of the water body, as demonstrated by an approved impact assessment.*

vi. *Preliminary details for proposed infrastructure crossings and typical cross-sections of adjacent properties shall be submitted to Parks for review in order to ensure development impact occurs outside of Environmentally Significant Areas.*

b. *The following polices should be approval conditions of Outline Plan or detailed land use plan prior to tentative plan or stripping and grading permit approval for land acquired by The City, where appropriate:*

i. *A natural area management plan should be submitted to and approved by Parks.*

ii. *Land disturbed by construction should be restored through the use of habitat restoration techniques in accordance with City requirements and demonstrated in the natural area management plan.*

iii. *Critical ecological material from the development areas, such as glacial erratics, native sod, grasses, forbs and trees should be salvaged and integrated into EOS lands where applicable.*

c. *For lands adjacent to lands acquired by The City at time of Outline Plan or detailed land use plan, the following interface polices apply:*

i. *Conservation design strategies are encouraged to create buffers and avoid lands that have been protected as EOS.*

ii. *Development should minimize potential for erosion of EOS lands.*

iii. *An ecologically sensitive transition should be provided between developed areas and EOS such as through the use of appropriate plantings.*

iv. *Grade-matching or development disturbance should occur outside of EOS.*

v. *Public visibility and access to EOS should be optimized through consideration of design strategies such as,*

   a. *Locating single loaded residential roads to parallel portions of the land;*

   b. *Clear public entry points; and/or*

   c. *Buffering lands with additional open space.*

Bylaw 47P2015

3.4.3 Alternative Use Open Space

Alternative Use Open Space (AUOS) consists of land acquired by The City, through dedication or otherwise, for purposes other than those of Recreational and Environmental Open Space such as plazas, utility corridors, urban agriculture, community gardens and stormwater management facilities. AUOS is planned to be functionally connected with the broader open space network and meet the objectives of MDP sections 2.3.4 ("Parks, open spaces and outdoor recreation") and 2.6.1 ("Green infrastructure"), and is directed by the policies therein.

1. *Planning for Acquired Alternative Use Open Space*

   a. *Lands should be functionally connected to other open space via green infrastructure.*

   b. *Lands should be used, in part, to establish buffers to help maintain the ecological function of protected EOS.*

   c. *Lands should be planned and designed to support stormwater management, while not negatively affecting public use of the area.*

   d. *Impervious surfaces and compacted soils should be minimized to allow stormwater to soak into the ground and replenish ground water supplies.* **Bylaw 47P2015**

3.4.4 Regional Pathway System

The primary role of the regional pathway system is to provide opportunities for active or passive linear recreation over a large area and to link major features within the open space network. The system also provides alternative transportation routes for work, school and shopping trips and to community activity centers. Pathways are an integral element of The City's open space network, as they facilitate alternative transportation modes and ecological connections between natural areas. The regional pathway network intends to meet the Objectives of Calgary Transportation Plan sections 3.2 ("Walking and cycling") and 3.8 ("Local transportation connectivity"), and is directed by the policies therein.

1. *Planning*

   a. *Pathways should be aligned to buffer and minimize damage to EOS lands acquired by The City.*

   b. *Pathways should be used to create contiguous connections between and through acquired open space.*

Bylaw 47P2015

4.0 IMPLEMENTATION

This section clarifies topics related to policy interpretation and development approvals. The first section clarifies topics surrounding the interpretation of the Guidebook and its relation to other policy documents. The second section clarifies the Outline Plan/Land Use Amendment process. The third section provides policies on urban growth and the fourth section clarifies the methodology for implementing intensity and density targets.

4.1 Guidebook Interpretation

1. Relation to Area Structure Plans (ASPs)

   The policies of this Part of the MDP set common standards for new community ASPs.

   a. This Guidebook applies only to those ASPs that state it does.

   b. An ASP may exempt itself from specific Guidebook provisions (and identify different standards) by describing the exemption in the ASP policy. The exemption would be maintained as the Guidebook is amended.

2. Precedence

   This Volume/Part (Volume 2, Part 1) of the MDP (i.e. the new Community Planning Guidebook) represents and ongoing implementation of Volume 1 of the MDP. If there is a conflict between the provisions in this Volume/Part and the provisions in Volume 1 of the MDP, Volume 1 takes precedence. Opportunities to revise Volume 1 of the MDP when, through this process, conflicts arise between this Volume and Volume 1, and while Volume 1 takes precedence, every opportunity to amend Volume 1 to reflect lessons learned through this implementation process should be taken, as soon as possible, and preferably before built outcomes ensue.

   Bylaw 47P2015

3. Policy Interpretation

   a. All policies and requirements *(*of this *Part* and each ASP*)* are deemed achieved only when they are to the satisfaction of the Approving Authority. **Bylaw 47P2015**

   b. Where, at the end of a list of elements or criteria, a policy refers to other elements or opportunities, it is understood to be at the discretion of the Approving Authority to determine the range of what is allowed. **Bylaws 47P2015, 41P2014**

4. *For New Community Planning Guidebook definitions, Refer to the Municipal Development Plan: Volume 1, Part 6 – Glossary.* **Bylaw 47P2015**

4.2 Application Requirements

These policies provide for implementation through the Outline Plan/Land Use Amendment process.

1. Outline Plans Precede Land Use

   Land Use approval should not be granted unless an Outline Plan for the site has been approved, where the Approving Authority deems an Outline Plan necessary.

2. Application Scale

   An Outline Plan should consist of at least one complete neighbourhood unit. Each Outline Plan / Land Use Amendment application should not have size greater than 150 ha (370 ac) of developable area, unless servicing or infrastructure solutions merit a larger area.

3. Application Assessment

   a. An Outline Plan/Land Use Amendment application shall provide, at the developer's expense, sufficient information for the Approving Authority to ensure the application complies with applicable policies. When a developer does not provide the required supporting information in a satisfactory manner, the Outline Plan/Land Use Amendment application may not be provided with a complete assessment or recommended for approval.

   b. Administration should encourage applicants to follow best practices as part of the Outline Plan / Land Use Amendment application process. Where City policies prevent the implementation of best practices, Administration is encouraged to explore innovative new ways to facilitate the aspect of an application reflecting best practices.

4. Concept Plan Requirement

   Where an Outline Plan / Land Use Amendment application for the entire area of any typology, except Neighbourhood Area, is not able to be provided, a Concept Plan shall be submitted for all lands within the typology and should reflect collaboration with all affected landowners.

4.3 Urban Growth Policies

These policies provide a decision-making process for Council to decide on the co-ordination of growth and servicing within each Plan Area, pursuant to growth management policies in place at the time.

1. Growth Management Overlay

   a. A Growth Management Overlay (Overlay) will be applied to the undeveloped parts of each ASP and will be removed as Council deems growth management issues have been resolved.

   b. A portion (or all) of an Overlay should be removed (through an amendment to the ASP) when issues regarding the coordination of the funding and financing of municipal infrastructure and services with the rate of growth have been resolved.

   c. The area removed from the Overlay should form a logical and well-defined planning and servicing area. Except in extenuating circumstances regarding servicing, the Overlay should not be removed for an area smaller than a Neighbourhood.

   d. Prior to approval of a Land Use Amendment application to accommodate fully-serviced urban development within a site, the portion of the Overlay that applies to the site must be removed.

   e. Where ASPs indicate that development shall not occur where an Overlay remains, development may be allowed provided no change is required in the existing servicing, at the discretion of the designated approving authority.

Bylaw 31P2017, 5P2022

2. Growth Management Analysis Submission

   An application to amend an Overlay must include a growth management analysis that addresses the means of coordinating development with the funding and financing of municipal services over time. It shall contain the following elements:

   a. the projected phasing and rate of growth;

   b. the major on-site and off-site municipal water, sanitary, stormwater, emergency services and transportation infrastructure improvements necessary to serve the subject site;

   c. the proximity of the application area to existing municipal water, sanitary, stormwater, emergencyservices and transportation servicing;

   d. the Provincial, Municipal, and developer financial obligations for municipal water, sanitary, stormwater, emergency services and transportation infrastructure improvements, noting who pays for *what and when*; **Bylaw 47P2015**

   e. whether or not the required municipal water, sanitary, stormwater, emergency services and transportation infrastructure to service the application area is identified within The City's Capital Budget and/or Capital Plan; and

   f. The City's ability to provide emergency services to City and Provincial standards, considering both capital and operating costs.

4.4 Intensity / Density

These policies establish how intensity thresholds and density targets will be implemented.

1. The method in the Guide to the MDP and CTP will be applied when evaluating density and intensity. For a list of land uses and landscape features that are included and excluded from the Gross Residential Area, refer to the Calgary Snapshots document.

2. Each Outline Plan/Land Use Amendment, subdivision and Development Permit application shall demonstrate, to the satisfaction of the Approving Authority, that the intensity / density requirements applicable for the overall typology, neighbourhood and community areas are being achieved.

3. Each Outline Plan/Land Use Amendment application shall demonstrate, through a shadow plan, how the Community can accommodate additional housing and / or jobs to achieve an intensity of 70 people and jobs per gross developable hectare as plan area renewal and intensification occurs. Intensification can occur through various means, including, but not limited to:

   a. strategic intensification of Activity Centres and *Main Streets*;

   b. designating land for higher density or intensity than is to be built initially;

   c. ensuring that streets and utilities are designed with the capacity for additional intensity; and

   d. designing sites and buildings to enable and facilitate infilling. **Bylaw 19P2017**

Calgary

The Centre City Guidebook

Municipal Development Plan; Volume 2, Part 2

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The Centre City Guidebook

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1.0 Introduction

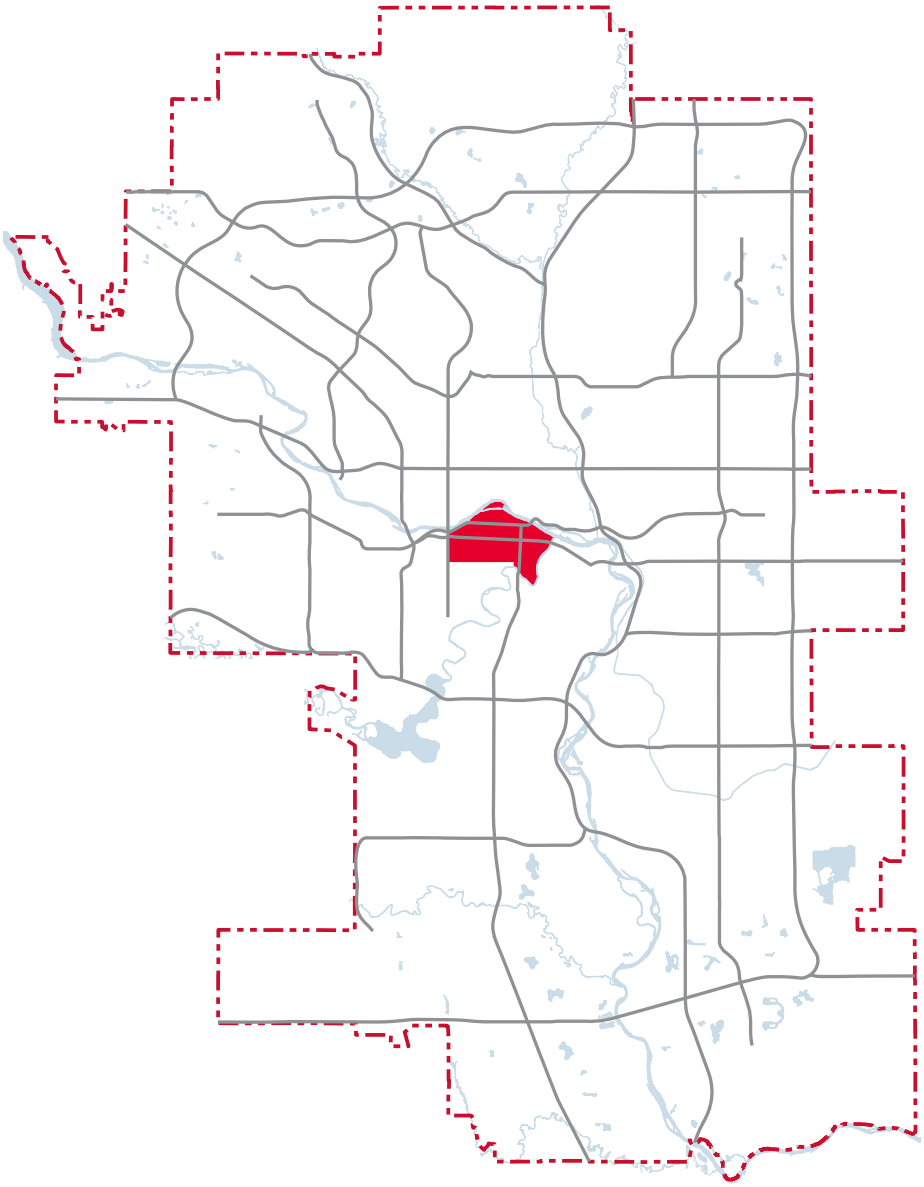
The Centre City Guidebook is the foundation for local area plans in the Centre City, outlining building blocks and policies that are used to support the unique aspects of a neighbourhood.

Together, the Centre City Guidebook (CCG, Guidebook) and local area plan provide the core policies for development within the Centre City (see Map 1: Location of the Centre City).

The Guidebook:

- Translates the Municipal Development Plan (MDP), Volume 1 objectives into implementation policy at the community level.
- Provides a common framework for how the Centre City is planned and developed today and into the future.
- Provides general policy to shape a more compact urban form that is well connected and supported by amenities and services to meet daily needs.

Map 1 | Location of the Centre City



1.1 Policy Framework

1.1.1 Planning Approach

The CCG is one of three guidebooks in the MDP, Volume 2 that sets the stage for streamlined local area plans. Guidebooks provide common goals, building blocks and implementation policies that provide a starting point for new or significantly amended local area plans. These building blocks respect Calgary's diverse community forms, build on the typologies in the MDP and provide clearer implementation direction for the land use bylaw.

This framework facilitates and guides change in the Centre City that reflects good planning practice, MDP core objectives and community interests and values. Containing these policies in one guidebook reduces the need for repetition in local area plans and allows for consistent policy interpretation.

Local area plans will continue to focus on the unique and specific aspects of the community. Together, the Guidebook and local area plans will implement the urban structure and vision established in the MDP, Volume 1 and the **Centre City Plan**, providing direction for redevelopment and community building. This approach is intended to simplify policy implementation and provide predictable, consistent policy direction that can be responsive to changing circumstances.

1.1.2 Legislative Framework

The Municipal Government Act (MGA) is the legislative framework in which municipalities operate. It is under this authority that the policy for the Centre City is developed.

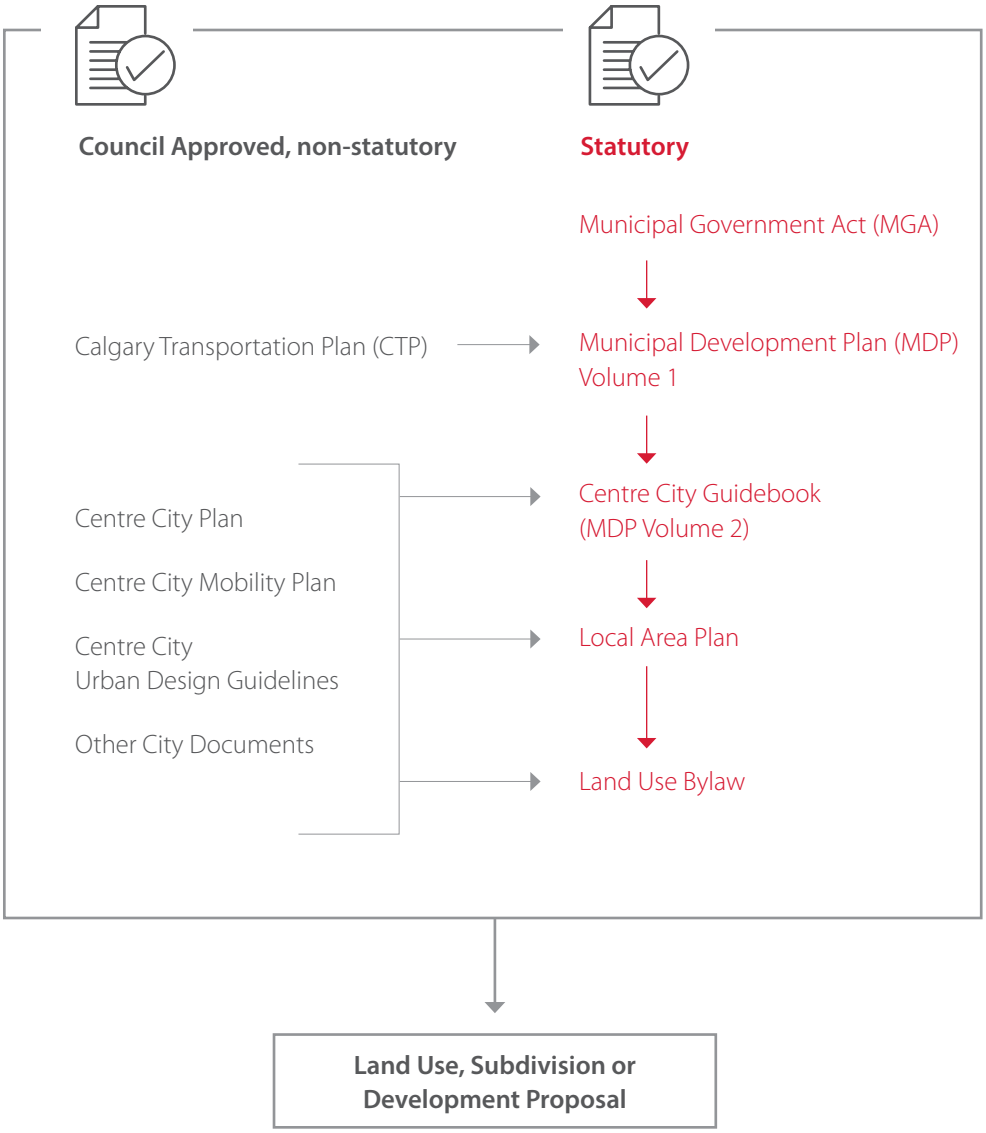
The Municipal Development Plan (MDP), Volume 1 and Calgary Transportation Plan (CTP) provide direction for growth and change in Calgary over the next 60 years. The CCG builds on these policies, refining the strategic direction for growth in the Centre City and establishing policies that help to shape a successful Downtown commercial core that transitions to a number of distinct residential mixed-use neighbourhoods.

The CCG is Volume 2, Part 2 of the MDP. It provides implementation policy for the Centre City; must be read in conjunction with the MDP, Volume 1, and is the policy foundation for a local area plan (e.g., area redevelopment plan, station area plan). The Land Use Bylaw is a tool for implementing this policy.

The CTP, Centre City Mobility Plan and other City of Calgary documents, including the Centre City Plan and the Centre City Urban Design Guidelines, provide additional guidance for development in the Centre City (see Figure 1: Legislative Framework).

A list of City of Calgary source policy and guiding documents is provided for each section in the Appendix; it represents a selection of key resources only and is not an exhaustive list. Policies and standards relevant to a given site will be determined based on the specific context of the parcel at the time of application.

Figure 1 | Legislative Framework



1.1.3 Application of the Guidebook

Policies contained in the CCG are applied in combination with local area plan policies. Guidebook policies provide common goals and a general policy foundation to promote the development of active, vibrant and livable neighbourhoods with amenities and services that meet the daily need of residents, workers and visitors. Local area plan policies build and expand on the Guidebook policies and focus on the unique and specific aspects of a neighbourhood, informed by market analysis, physical site characteristics and public input. Local area plans include area redevelopment plans (ARP) and station area plan (SAP); see MDP Section 1.4.4 for a full description of local area plans.

Implementation of the CCG policies is achieved through both the creation of local area plans and the review of and decision-making on land use and development applications in areas where the CCG applies.

Creating a Local Area Plan

The CCG sets out best practices and common policies and should be used as a starting point when writing local area plans for any area identified in Map 2: Centre City Neighbourhoods and Downtown Commercial Core. It sets out a framework for development that implements the urban structure for the Centre City typology, and identifies what a local area plan should contain and consider. Its application to an area must be done through the community engagement process for a new or amended local area plan. Local area plans that do not reference this Guidebook will not be subject to it.

Review and Decision-Making on Land Use and Development Applications

Guidebook policies apply only where a local area plan references the CCG and states that it applies. Where a local area plan states that the CCG applies, the CCG must be read in conjunction with the local area plan to guide the review process. Where there is a discrepancy, the policy of the local area plan takes precedence.

1.1.4 Document Structure

The CCG outlines general policies for redevelopment (mixed-use and employment) followed by policies for urban design, open space, mobility, and infrastructure and environment. Policy sections focus on six Centre City goals and mirror those sections found in a local area plan for ease of reference.

2.0 Community Framework

Centre City Goal:

A strong local identity, a sense of community and recognition of the unique attributes of the area.

The Centre City forms a prominent image of Calgary as an energy and business centre, servicing as a focal point for office workers, residents and visitors. This image of the city will be reinforced through ongoing enhancement of the Centre City as a livable, thriving and caring place.

— MDP Vol. 1, Section 2.2.3

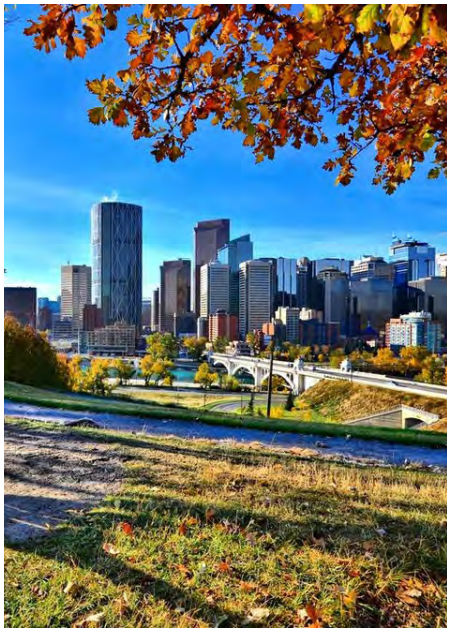
The Centre City Guidebook establishes a common framework for development to guide growth and change for the Centre City. To achieve the vision for distinct neighbourhoods, a local area plan builds on this policy foundation, providing an approach for redevelopment that reflects community aspirations and the specific opportunities and constraints of an area.

2.1 Vision

The MDP identifies the Centre City as the business and cultural heart of the city, the pre–eminent mixed–use area and its own typology. The Centre City typology is based on an urban structure which envisions a strong Downtown commercial core surrounded by unique and well-integrated residential and mixed-use neighbourhoods.

Policies in the CCG reflect the aspirations and vision of the Centre City Plan – to make the Centre City a livable, caring and thriving place:

- That is a premier urban living environment.
- That is a national and global centre of business.
- That is a centre for the arts, culture, recreation, tourism and entertainment.
- That welcomes people, in all their diversity, to live, work and visit here.



The Centre City is a vibrant Downtown surrounded by high density neighbourhoods.

2.2 Centre City Goals

Policies for the Centre City are focused on the following goals:

- **Plan Context:** A strong local identity, a sense of community and recognition of the unique attributes of the area.
- **Land Use:** A vibrant, mixed-use area with neighbourhoods that transition from Downtown and development that reflects the scale of the area.
- **Urban Design:** Developments that create a high-quality built environment that recognizes the history and character of the area and contributes to a comfortable pedestrian experience at the street level.
- **Open Space:** A network of quality open spaces and community amenities.
- **Mobility:** A well-connected and walkable Centre City.
- **Infrastructure and Environment:** Development that makes efficient use of public infrastructure and demonstrates environmental stewardship.

The Centre City is expected to undergo significant growth in both residential and employment populations, and will serve as a model of how to achieve high-density residential and employment areas while ensuring an attractive environment and high quality of life.

— MDP Vol. 1, Section 2.2.3

2.3 Community Context

The MDP, Volume 1 identifies typologies for Calgary's future urban structure as well as intensity targets to accommodate long-term growth in jobs and residents. Centre City is one such typology.

Located on the south bank of the Bow River and bounded to the east by the Elbow River, to the south by 17 Avenue S.W. and to the west by 14 Street S.W., the Centre City is made up of a Downtown commercial core that is surrounded by distinct neighbourhoods – the Beltline, Downtown West, Eau Claire, Chinatown and East Village (see Map 2: Centre City Neighbourhoods and Downtown Commercial Core).

The Centre City is envisioned to accommodate the highest density of residents and jobs in Calgary. Over the past 10 years, the number of residents in the Centre City has grown by 7,900 people*, with the number of jobs growing by over 4,500** between 2006 and 2011. The area is expected to continue to experience significant residential and employment growth. To support this growth and to encourage development in the Centre City, CCG policies focus on facilitating mixed-use neighbourhood development, attracting residents and jobs to the area, and continuing to support the predominantly employment role of Downtown. The distribution of jobs and residents will continue to be determined through a local area plan.

*** Residential statistics are from the Civic Census (2016).**

**** Job statistics are from the Place of Work Survey (2011).**

High density mixed-use development.

3.0 Land Use

Centre City Goal:

A vibrant mixed-use area with neighbourhoods that transition from Downtown and development that reflects the scale of the area.

The Centre City Plan promotes the Downtown as the strong commercial core well-served by transit, supported and connected by walkable, mixed-use neighbourhoods, and Stampede Park. This plan supports the vision of meeting the needs of a series of unique neighbourhoods while continuing to retain and enhance the vital role that the Downtown and its surrounding neighbourhoods play in the entire city.

— MDP Vol. 1, Section 2.2.3

Centre City is the business and cultural heart of the city, the pre-eminent mixed-use area. It is composed of a strong commercial Downtown surrounded by mixed-use neighbourhoods and special areas including the Stampede grounds.

3.1 Land Use Categories and Building Blocks

Land use in Calgary's Developed Areas, including the Centre City, is guided by a framework for development containing three land use categories: mixed–use, neighbourhood and employment (see Figure 2: Land Use Building Blocks). Each land use category includes multiple building blocks that vary according to a range of uses, scale, density and built form characteristics, and Figure 2 is an example of the variation that can occur.

The urban structure for the Centre City typology can be distilled into two distinct areas – Mixed-Use – High Density neighbourhoods and an employment–intensive Downtown commercial core (see Map 2: Centre City Neighbourhoods and Downtown Commercial Core). These two areas are implemented using building blocks established through a common framework for development.

The Guidebook identifies the following building blocks to implement the vision for the Centre City:

- Mixed-Use – High Density
- Employment–Intensive

Map 2 | Centre City Neighbourhoods and Downtown Commercial Core

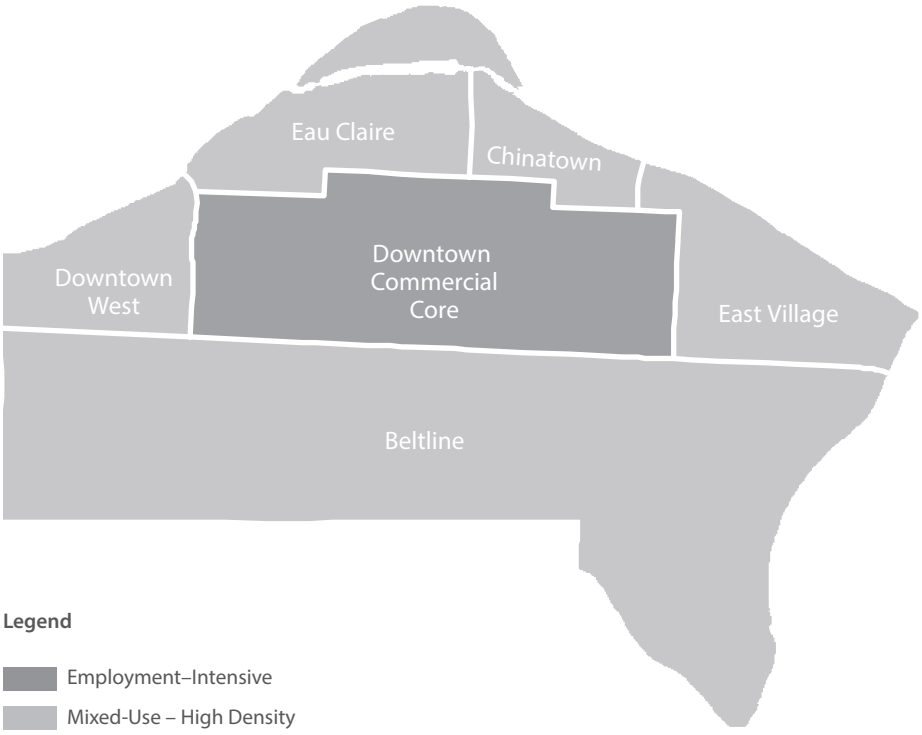


Figure 2 | Land Use Building Blocks

Residential and commercial mixed-use in East Village.

3.1.1 Mixed-Use – High Density

Mixed-use areas are lively places where a concentration of activity (working, shopping and living) will occur. They contain a wide range and mix of residential and employment uses that may be arranged vertically within a building or horizontally within a neighbourhood. These locations are typically high-quality living environments, where transit, amenities, services and infrastructure capacity can support future residential and employment populations.

In the Centre City, the Mixed-Use – High Density building block is applied in a local area plan where concentrations of large-scale residential and non-residential uses exist. The distribution of residential and non-residential uses will vary according to the local area plan. This building block accommodates some of the highest density in Calgary and has the greatest flexibility to provide significant office, institutional and residential uses.

Policies

a. Development within an area defined as Mixed-Use – High Density should meet the following policies:

   i. Generate activity throughout the day and evening.

   ii. Support a broad mix of higher-density residential and non-residential uses.

   iii. Provide a transition in scale, density and intensity of commercial and residential uses between the Downtown commercial core and surrounding Centre City neighbourhoods.

   iv. Incorporate a range of unit sizes to support different retail uses and other neighbourhood services.

   v. Provide for a mix of unit sizes and/or types to support diversity in housing choice within residential developments.

   vi. Encourage the incorporation of schools, daycares, places of worship, civic facilities and other community functions within the community.

   vii. Provide amenity spaces that allow for social and communal activities.

Pedestrian friendly sidewalk in the Downtown commercial core.

3.1.2 Employment–Intensive

Employment–Intensive areas are intended to be mixed-use with high employment concentrations that benefit from being located next to the primary transit network. These areas promote the transformation of developed, vacant or underutilized industrial, office and commercial properties to a more intensive, active and pedestrian-oriented mixed-use area.

In the Centre City, the Employment–Intensive building block includes a mix of office and commercial uses at a high density. This building block is applicable to Downtown; however, no policies have been identified at this time. The objectives for Downtown are implemented through the existing land use district and its bonusing system.

Creating and sustaining healthy communities requires promoting active living through the provision of a wide range of accessible recreational programs, services, facilities and amenities. Many types of recreation are provided to serve all age groups and interests. The need for new types of parks may be more critical in some areas of the city due to denser development patterns.

— MDP Vol. 1, Section 2.3.4

The Kerby Centre is a community facility that is directly accessible to the LRT station in Downtown West.

3.2 Community Amenities and Facilities

Community amenities and facilities provide care, culture, education, recreation and protection to people who live, work and play in the community. The private sector, public sector, non-profit agencies, charities and partnerships can all play a role in the ownership and operation of community facilities and services. As a network of neighbourhoods, there is an opportunity to locate amenities throughout the Centre City that together provide the amenities needed for each neighbourhood. Opportunities may be available to increase the level of public amenities within an area through a bonus system. The following policies apply to any location in the Centre City.

Community Services and Facilities

Community services and facilities are encouraged throughout the Centre City.

Policies

a. Requirements for community services and facilities will be determined through a local area plan.

b. Outdoor amenity spaces, playing fields and other similar uses may co-locate on sites or in buildings shared with other uses to make efficient use of parking.

c. Community facilities should be designed as multi-purpose with a wide range of uses that respond to diverse needs and provide opportunities for buildings to be flexible and converted to other uses in the future.

d. Civic buildings should be located and designed to reinforce the open space network and create space for community gathering.

e. Emergency response stations should be co-located and integrated within a multi-use facility or development.

Care Facilities

A broad range of specialized accommodation and care needs should be provided as needed throughout the neighbourhood in a form that fits with the local context.

Policies

f. Child care needs should be accommodated in each community to ensure convenient access to care and programs.

g. The needs of an aging population should be accommodated in a manner that provides for social inclusion and convenient access to services and amenities.

h. Different types of care facilities should be allowed throughout neighbourhoods, evaluated on a site-by-site basis and well integrated into the neighbourhood.

Preserve existing public lands in the Centre City for civic and cultural facilities such as parks, museums, libraries and any other creative venues that will enliven it as a destination for residents, employees and visitors.

— MDP Vol. 1, Section 3.2.c

University of Calgary, Downtown Campus.

Chinese Cultural Centre in Chinatown.

Cultural and Educational Facilities

Cultural and educational facilities, including places of worship and community support facilities, are an integral part of complete communities.

Policies

i. Each neighbourhood should allow for the development of places of worship and other cultural facilities.

j. Schools and institutional uses are encouraged to explore innovative ways to locate in denser mixed-use neighbourhoods, including integration with other uses as part of a comprehensive mixed-use development.

Recreation Facilities

To meet the objectives of the MDP, the Centre City should be serviced by recreation facilities and associated support amenities.

Policies

k. Requirements for recreation facilities will be determined through a local area plan.

Affordable Housing

Affordable housing is an important consideration for the Centre City.

Policies

l. Opportunities for partnerships between public, private and non-profit organizations should be encouraged to facilitate the integration of affordable housing in locations supported by mobility choices, public amenities and access to services.

4.0 Urban Design

Centre City Goal :

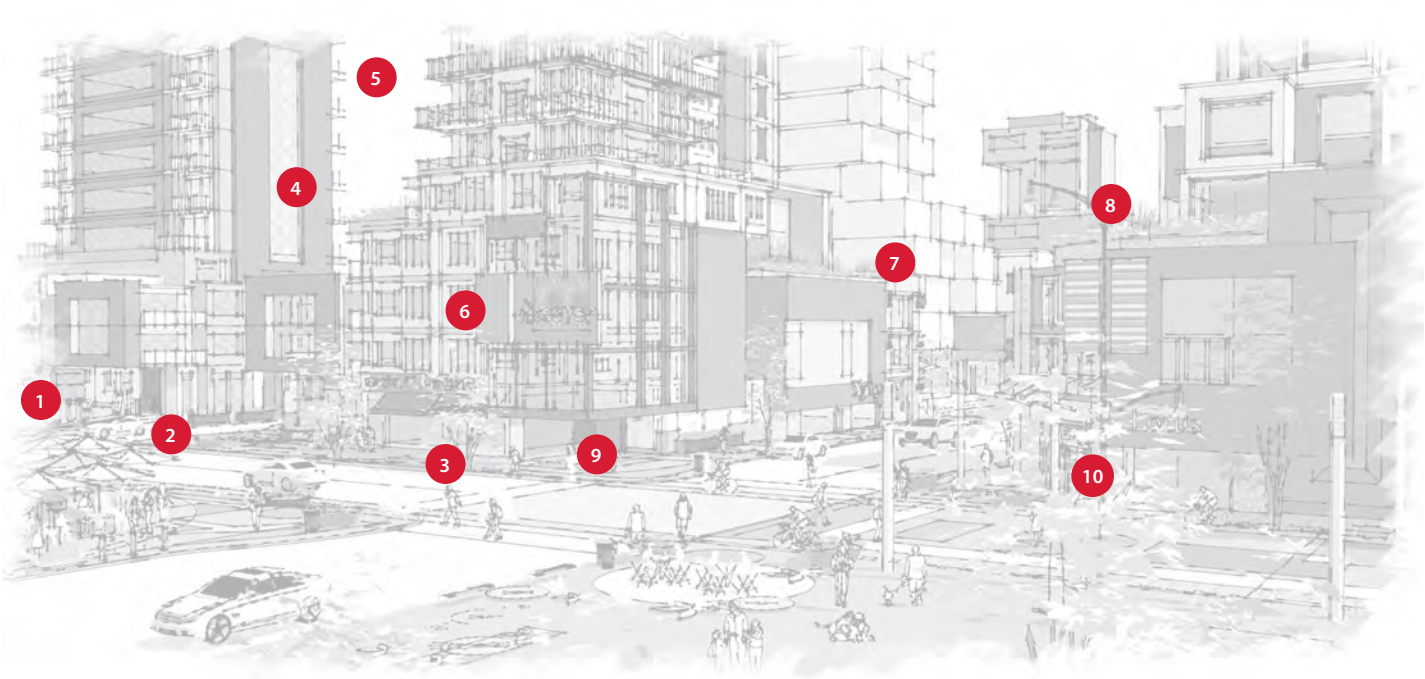
Developments that create a high-quality built environment that recognizes the history and character of the area and contributes to a comfortable pedestrian experience at the street level.

Development in the Centre City should include high-quality buildings that frame adjacent streets and open spaces, ensure pedestrian comfort in all seasons, and accommodate a wide variety of public amenities and services. Buildings help to define the character and scale of streets. Regardless of height, buildings should be designed to provide adequate daylight to occupants, street walls should be well-defined and oriented to the sidewalk, and building frontages should provide active and attractive spaces for pedestrians.

Policies in this section are intended to support creativity and encourage innovation. They establish a general framework for building and site design in Centre City neighbourhoods and accommodate a variety of building forms. Figure 3: Design Elements identifies 10 urban design elements that are organized into three areas – site design, building design and building frontage.

Additionally, the Centre City Urban Design Guidelines can be used as a supplementary planning and design document to provide guidance on how design objectives may be achieved.

Figure 3 | Design Elements



Site Design

1. Landscaped and/or grade-separated setbacks for residential units.
2. Consolidated site access.
3. Uses oriented to the street with wide sidewalks, trees and street furniture.

Building Design

4. Neighbourhood scaled setbacks and transitions.
5. Setbacks and building separation minimizing wind, sun and privacy impacts.
6. Use of texture, materials, façade articulation and setbacks.
7. Street wall height proportionate to the street.
8. Amenity spaces for building occupants.

Building Frontage

9. Well-designed, legible building entrances and building corners.
10. Active uses with tall ground floor heights, transparent façades and frequent entrances at-grade on key frontages.

Residential units with at-grade setbacks in East Village.

Buildings oriented to the street.

4.1 Site Design

This section outlines a set of general site design policies that applies to any parcels located in a Centre City neighbourhood.

Policies

a. A mix of uses may be organized vertically within a building.

b. Buildings should be oriented to the street and be designed with frequent entries, transparent and unobscured glazing, and minimal setbacks facing the street to create a safe and comfortable pedestrian environment.

c. Where developments are proposed on large parcels (greater than 1.0 hectare or 2.5 acres), buildings should be grouped together to allow for easy pedestrian access between buildings and to frame pedestrian spaces and more legible pedestrian routes.

d. Meaningful on-site gathering spaces should be located on the ground level and on mid-rise and podium rooftops (e.g., rooftop gardens and common amenity spaces that incorporate opportunities for local food production).

4.1.1 Building Setbacks and Grade Separation

Policies

a. Main building entrances should be oriented to the street and provide a seamless at-grade transition to the public sidewalk, where possible.

b. Residential units with direct access to the public sidewalk are encouraged at ground level to help generate pedestrian activity along residential street frontages. Horizontal setbacks may be appropriate to ensure adequate privacy.

c. Where minimum sidewalk widths are not provided, building setbacks are encouraged at-grade to accommodate features that help to activate the building frontage (e.g., outdoor patios, outdoor retail sale space), particularly along an active frontage.

d. Alternative design treatments may be considered where there are grade separation requirements and where site conditions allow (e.g., the use of interior steps, ramped floors).

4.1.2 Site Access and Loading

Policies

a. Surface parking should not be located between a building and a street.

b. Street-front retail should be supported by locating parking nearby on-street or on-site above, beneath or at the rear of buildings.

c. Access to parking areas should be located and designed to maintain the pedestrian-oriented character of the sidewalk and pathway network. Street access points should be consolidated where possible.

d. Where parking structures have exhaust vents, such vents shall be directed away from any public street frontage, adjacent residential uses, parks and open spaces.

e. Site servicing should be located away from pedestrian areas and conducted during off-peak hours to minimize conflicts in the lane and congestion in the road network.

f. Where service or parking access is located facing a street, it should be integrated architecturally with the rest of the building and streetscape to reduce the visual impact of these areas (e.g. screening with quality architectural treatments).

Cities are made up of collections of great buildings and memorable spaces within and/or between the buildings where people live, work, play and visit. It is this collection – the built environment and its architecture and public spaces – that influences each individual's image of the city.

— MDP Vol. 1, Section 2.4.1

Variation in building massing in East Village.

Street walls emphasize the building base and provide a sense of enclosure on the street.

4.2 Building Design

4.2.1 Building Massing

In the Centre City, tall buildings and larger building footprints may occur throughout a neighbourhood. Density can be achieved through a variety of built forms. Particular attention should be paid to how large buildings are integrated with the public sidewalk and how a building's design can improve the experience for pedestrians at street level (e.g., articulation, setbacks).

This section outlines a set of general building massing policies that applies to parcels located in a Centre City neighbourhood.

Policies

a. Variation in building heights and massing is encouraged to reduce building bulk, avoid long expanses of walls and create architectural interest.

b. Buildings should be designed to enhance the pedestrian experience, complement the overall scale and massing of the neighbourhood, and contribute to an attractive skyline.

c. Buildings should be designed to reduce the impacts of wind at ground level and to optimize daylight and sunlight access to streets and open spaces (e.g., tower separation, building stepbacks).

d. The impact of sheer towers on the pedestrian environment should be minimized (e.g., setbacks).

e. Direct views into residential units should be minimized.

f. Buildings should be designed to reduce bird-window collisions (e.g., non-reflective glazing).

4.2.2 Street Wall

A well-defined street wall helps to establish a more human scale in the massing and design of buildings. It creates a sense of enclosure where buildings frame the sidewalk and the street, and results in greater pedestrian comfort. Street wall heights are determined with consideration to the desired building form and public realm objectives for the area, and in proportion to the width of the road right-of-way. Street wall height and definition requirements may vary depending on the neighbourhood context.

This section outlines a set of general street wall policies that applies to parcels located in a Centre City neighbourhood.

Policies

a. The base of a building or street wall should be oriented to the street. As a guideline, the height of the street wall should be proportionate to the width of the road right-of-way, ranging from 1:1 to 1:2 (street wall : road right-of-way).

b. Buildings designed with a street wall height that exceeds the width of the road right-of-way they face should demonstrate greater façade articulation to reduce the perception of bulk and create a comfortable pedestrian environment at street level (e.g., building massing, textures, building materials, façade articulation, stepbacks).

Stephen Avenue pedestrian mall.

c. Where large commercial and retail uses are proposed, the development should be designed to:

   i. Enhance the pedestrian experience and demonstrate a strong relationship to the human scale.

   ii. Create a defined street wall through façade articulation or building massing to integrate with the scale of surrounding buildings.

   iii. Promote activity and natural surveillance through frequent entries and glazed storefronts along the majority of the façade.

   iv. Activate large ground floor uses by lining smaller uses that are directly accessible from the street.

d. Primary entrances and building corners should be clearly articulated within a building's street wall (e.g., canopies, architectural features).

4.3 Building Frontages

The quality and character of a street are influenced by the design of the first storey of a building and how the space is used between the building façade and the public sidewalk. To create great streets for pedestrians and support mixed-use areas, streets should be designed to promote walking and community gathering. Building frontages should be designed for pedestrians, generate activity, provide natural surveillance and create a sense of rhythm along the street.

This section outlines a set of general building frontage policies that applies to all parcels located in a Centre City neighbourhood.

Policies

a. Buildings located in areas of high pedestrian activity or identified as a key frontage should be designed with a ground floor that accommodates future retail uses and allows for change of use over time (e.g., minimum ground floor height).

b. Uses that generate pedestrian activity are encouraged on all ground-level frontages, particularly along active frontages, open space frontages and LRT stations.

c. Where structured above-grade parking faces a street, the frontage at ground level should be lined with intermediate uses. Building frontages above ground level should give the appearance of a use other than parking (e.g., by integrating sculptural façade elements or using innovative screening).

Frequent entries activate a frontage in Downtown West.

4.3.1 Active Frontages

Active frontages may be identified in a local area plan. They are defined as the portions of a building where the ground floor uses must be commercial to create a more vibrant and safer pedestrian environment and contribute to activity on the streets throughout the day and evening.

Policies

a. Areas identified as active frontages should provide active uses at grade, including but not limited to retail, personal services, consumer services, supermarkets and restaurants, and community service uses, including daycares.

b. Building frontages that face a high street or abut a public open space should be lined with multiple uses to create a finer-grained building frontage.

c. The width of individual entrance lobbies whose function is to provide access to upper and lower level uses should be minimized to allow for more permeable and pedestrian-scaled building frontages.

d. Street frontages should be designed to minimize interruptions to the pedestrian environment.

e. Active frontages should be designed to animate the pedestrian realm (e.g. greater facade articulation, frequent entries, transparent and unobscured glazing, outdoor patios).

4.3.2 Open Space Frontages

Open space frontages may be identified in a local area plan where developments face or abut an open space. Special consideration is given to animating the open space.

Policies

a. Developments abutting open space should be designed to animate the open space and provide uses that are accessible and well integrated with the sidewalk or public pathway (e.g., active ground floor uses).

b. Buildings should be designed to provide a strong sense of enclosure for open spaces.

c. Developments facing open space should be designed to provide natural surveillance for these areas (e.g., openings or façades with transparent glazing, building entrances or balconies).

4.3.3 Residential Street Frontages

Residential streets may be identified in a local area plan. These streets are primarily composed of residential uses with supporting commercial uses.

Policies

a. Areas identified as residential frontages should consider locating residential uses at ground level with front entrances facing a street.

b. A limited variety of compatible non-residential uses, including opportunities for home-based and small businesses, may be considered provided the impacts (e.g., noise, servicing, parking) from the proposed use can be mitigated to the satisfaction of the Approving Authority.

Accessible sidewalks in the Centre City.

4.4 Crime Prevention through Environmental Design (CPTED)

Design that enhances the safety and security of public spaces should be a consideration in the design of buildings, open spaces, walkways or pathways, and parking areas.

Policies

a. New development should incorporate CPTED principles. A CPTED assessment may be requested for a development application.

b. Site and building design should provide for natural surveillance of streets, lanes and public spaces.

c. Pedestrian-oriented site and building lighting with appropriate illumination levels should be provided to increase the sense of safety and security.

4.5 Universal Design

Universal design ensures that built environments can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability. Creating a built environment that is accessible, usable, convenient and a pleasure to use benefits all people through the creation of a more inclusive society.

4.5.1 Public Realm and Site Design

Development sites and the public realm should be designed in a manner that is accessible to different levels of mobility, as well as visual, hearing and cognitive abilities. This is achieved through the implementation of Universal Design and Barrier Free principles.

Policies

a. Require pedestrian thoroughfares within the public realm to be free and clear of obstructions.

b. Encourage transitions between surface areas on pedestrian thoroughfares to be as seamless as possible.

c. Support building entrances with highly legible access points and provide seamless, at-grade access where possible.

d. Integrate wheelchair ramps into the overall design of the public realm, where applicable.

e. Consider the following special design features:

   i. Crosswalk and curb cut designs that improve mobility and provide cues to the visually impaired.

   ii. Audible signals at pedestrian crosswalks.

   iii. Provision of rest areas through the appropriate placement of street benches.

   iv. Appropriate placement of utilities and utility designs that do not impede accessibility.

f. Provide appropriate lighting for the public realm and building entrances.

4.5.2 Accessible Housing and Building Design

The inclusion of people with varying abilities is an integral part of a complete community. This includes providing suitable housing and designing buildings that accommodate a range of accessibility needs.

Simmons building in East Village.

St. Louis Hotel in East Village.

Policies

a. Encourage City Administration to work with communities, agencies, organizations and the development industry to provide incentives for the development of barrier-free and adaptable units.

b. Require civic and civic partnership developments to comply with the City's Access Design Standards.

c. Encourage private developments to explore opportunities to enhance accessibility beyond the Alberta Building Code requirements, including consulting the Access Design Standards, which is applied as a guideline document to private developments.

4.6 Historic Resources

Historic resources, such as heritage buildings, are a defining characteristic of communities and should be preserved, or protected, where appropriate. The City of Calgary recognizes that there are resources other than buildings, including archaeological and culturally significant areas, which are important to citizens and the future of the city; however, direction and policies regarding those areas are contained in or guided by other City-approved documents (see the Appendix). New development within a community with a heritage context should be respectful of that relationship. The following policies support these objectives and provide different tools that can be applied in a community for retaining heritage quality and resources, where appropriate and desired.

Policies

a. Encourage the conservation of heritage buildings, including the incorporation of heritage buildings within new developments, to align with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

b. Acknowledge that the heritage value and historic resources of an area include, but are not limited to, properties currently listed on Calgary's Inventory of Evaluated Historic Resources (Inventory).

c. Encourage the adaptive re-use of historic resources in order to retain and conserve those resources, and where appropriate, support land-use redesignations that enable this conservation.

d. Discourage land use changes which would reduce the viability to retain a heritage resource(s).

e. Encourage developers to incorporate interpretative or commemorative features of historic resource(s) listed on the Inventory that are replaced by new development, and obtain photo documentation of the historic resource.

f. Discourage new development from copying or mimicking the design of heritage buildings in the area to create a false sense of heritage character.

g. Ensure new development is contextual with adjacent heritage buildings and the existing heritage character of the block through the use of setbacks, massing, street wall height and landscaping, allowing relaxations to occur where necessary.

h. Encourage contemporary interpretations to the area's traditional design, detail and materials in new developments adjacent to historic resources. Special consideration of new developments that demonstrate exceptional architectural merit, in the opinion of the Development Authority, with highly original and innovative design, and high-quality materials, will be evaluated on a case-by-case basis.

i. Support Land Use Bylaw relaxations that increase the viability of retention, conservation or adaptive re-use of a historic resource (e.g., relaxations for parking stall requirements).

5.0 Open Space

Centre City Goal:

A network of quality open spaces and community amenities.

Recognize the role of complete streets and the sidewalk system as another means to provide amenity and recreation opportunities, particularly in dense neighbourhoods such as the Centre City, Activity Centres and Corridors, where additional land for traditional park space is more difficult to assemble.

— MDP Vol. 1, Section 2.4.1

The open space network within each area should promote, conserve and enhance an interconnected ecological and recreation system. The network is composed of parks, schools, public plazas, natural areas and other open spaces that support a variety of active and passive pursuits.

5.1 Open Space

Opportunities to enhance the streets and sidewalks as extensions to an accessible and inclusive open space network are encouraged.

Policies

a. Public open spaces should be designed in a manner that is accessible for all Calgarians, accommodates people of all abilities and contributes to the overall open space network, reinforcing pedestrian connections, complementing adjacent land uses and providing for use year-round.

b. The open space network should provide for a variety of experiences, including opportunities for active recreation, passive enjoyment and community gathering.

c. Additional open space acquisition may occur through voluntary dedication, land purchase or other means.

d. Road or lane closures may also be contemplated where there is an opportunity to reconfigure, enlarge or improve the functionality of an existing open space or publicly accessible open space.

e. Space for community gardens may be considered on remnant parcels and within the road right-of-way.

Central Memorial park in the Beltline.

Comprehensive park and pathway system along the Bow River.

5.1.1 Riverfront Areas

Special consideration should be given for development of the riverfront park and pathway system.

Policies

a. The riverfront should be designed as a comprehensive park and pathway system and promoted as an area for pedestrians and cyclists.

b. Public plazas, seating and landscape features along the riverbank should be designed in a manner sensitive to, and respectful of, the existing natural habitat and riparian areas.

6.0 Mobility

Centre City Goal:
A well-connected and walkable Centre City.

Bringing jobs, housing services and amenities closer together encourages non-automobile modes of travel, providing more choice to Calgarians. In most cases, it will not be practical to accommodate all modes of travel equally in every part of Calgary. More sustainable modes of transportation should be emphasized where they can provide convenient and realistic travel choices.

— MDP Vol. 1, Section 2.5.1

Multi-use pathway along the Bow River.

The mobility system should encourage sustainable modes of transportation and provide a highly connected network of paths, streets and transit routes. Local area plans should reflect best practices in integrating land use and transportation planning, with development and public spaces designed to balance all modes.

6.1 Pedestrian Circulation

Regional and local pedestrian routes should provide direct and convenient circulation within and through all neighbourhoods.

a. Safe, continuous and clearly defined pedestrian access will be provided from public sidewalks and transit stops to building entrances and exits.

b. Development context and street type (e.g., high street) should be considered in the design of the streetscape and building form to enhance the pedestrian experience and reinforce the character of the street, (e.g., integrating weather protection on a development site or over public sidewalks).

c. The local pathway, multi-use pathway, sidewalk and walkway system should:

   i. Link origin and destination points.

   ii. Achieve short, convenient and direct connections to and within community focal points, facilities and transit stops.

   iii. Connect to the regional pathway system and green corridors.

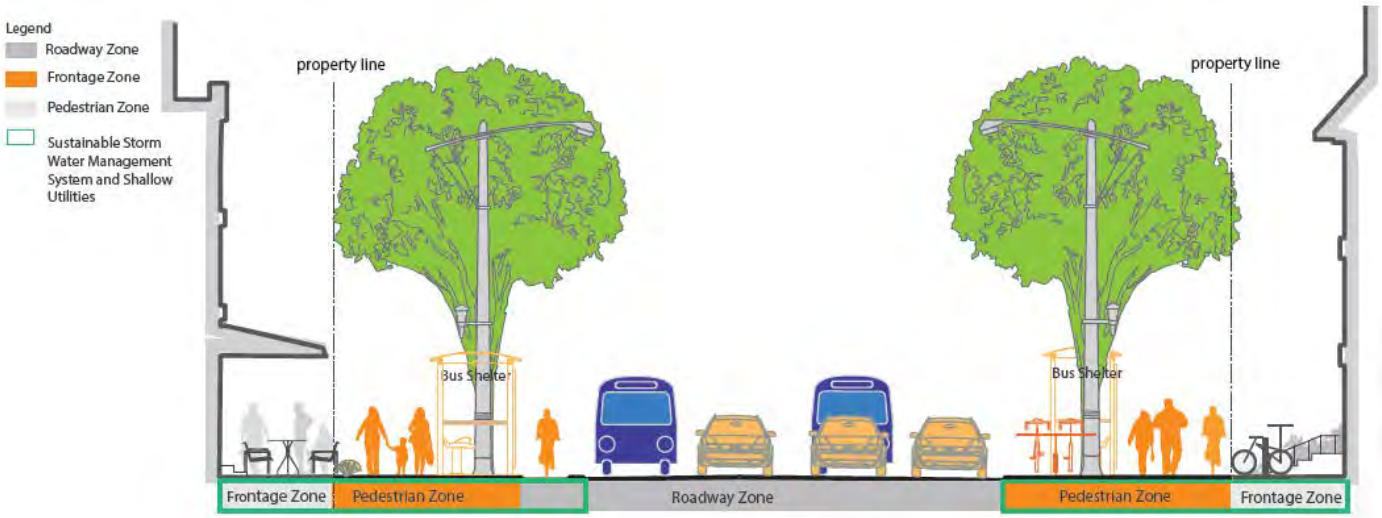
d. The design of the streetscape (see Figure: 4 Streetscape Zones), should accommodate elements based on identified travel mode priorities (e.g., public sidewalks, transit facilities, bicycle facilities, furniture, street trees, signage, lighting, public art and utilities).

e. Sidewalks should be provided on both sides of every street and should adhere to or exceed the minimum width as identified by the Centre City Urban Design Guidelines and Design Guidelines for Subdivision Servicing.

f. When right-of-way space is limited and minimum sidewalk widths cannot be achieved, consideration should be given to the following alternatives:

   i. Through the local area planning process, public improvement projects should be identified for sidewalk widening within the right-of-way (e.g., through bylaw setback areas, removing or

Figure 4 | Streetscape Zones



narrowing excess travel lanes, or providing curb extensions where appropriate).

ii. Private developments should consider building setbacks and provision of high-quality, on-site pedestrian amenities.

iii. Relaxations for existing conditions may be considered when preservation of historic buildings is being prioritized.

g. Installation of temporary open spaces within the street right-of-way may be supported on streets or lanes with low traffic volumes.

h. Large development sites should provide attractive, well-lit and safe pedestrian routes between streets to support a fine-grain pedestrian network and to link significant public open spaces. These routes should be connected or directed to points where marked or signalized pedestrian crossings exist or are safe and suitable locations for new crossings.

i. Laneways should provide the opportunity for alternative pedestrian entrances and additional landscaping. Given the narrow lane rights-of-way in some areas of the Centre City, this may include providing the landscaping or pedestrian paths or sidewalks on private lands when adjacent lands redevelop.

Bicycle racks located on the RiverWalk.

Transit service should provide direct and convenient connections.

6.2 Cyclist Circulation

Regional and local bicycle routes should provide direct and convenient circulation within and through all neighbourhoods.

Policies

a. Continuity of on- and off-street bicycle routes should be maintained where possible to enable ease of movement for all modes of transportation.

b. Bicycle routes and amenities (e.g., additional bicycle parking stalls, covered bicycle racks and tuning stations) to support the city-wide cycling strategy should be identified through the local area planning process, including off-street cycling or on-street bike lanes.

c. Bicycle facilities should be incorporated into parks, open spaces, transit hubs and other key locations to promote cycling as an alternative mode of transportation and a form of recreation, and to support the regional cycling network.

d. The integration of bicycle routes and facilities should be considered for all scales of development.

6.3 Transit Network

Transit service should provide direct and convenient connections, with developments accommodating direct pedestrian access to transit stops.

Policies

a. Bus stops should be located to meet the following criteria:

   i. Serve significant destination points and residential populations.

   ii. Provide comfortable and safe passenger waiting areas and bicycle parking.

   iii. Provide direct, efficient, safe and convenient transit service.

b. Buildings located in close proximity to transit stops are encouraged to provide on-site transit amenities and/or shelter.

c. Developments located adjacent to Light Rail Transit and/or Bus Rapid Transit stations should seamlessly integrate with these facilities (e.g., orient entrances to the station, provide shelter, include additional setbacks).

d. Access to parking and loading areas should not be located across bus zones.

Multi-modal street in the Centre City.

6.4 Road and Street Network

The road and street network should link areas and be functional, safe and efficient for all modes of travel. The street network within each local area plan shall accommodate walking, cycling and the efficient provision of public transit.

Policies

a. The street network should accommodate walking, cycling and the efficient provision of public transit in a manner that is accessible to all Calgarians.

b. Any new streets or lanes should be designed to improve connectivity and promote walking, cycling and a sense of place.

c. In the context of large redevelopment parcels (greater than 1.0 hectare or 2.5 acres), new streets and pedestrian routes should be created to integrate large development parcels into the surrounding block pattern, reinforcing the mobility network.

d. Connectivity should be maximized for emergency vehicles and accommodate the ability of emergency services to provide protection and response.

e. Appropriate transportation system management and intelligent transportation system measures should be considered to better manage competing demands for right-of-way space between different users.

f. Transportation demand management measures should be integrated into developments to promote more sustainable travel choices. Their expected benefits will be taken into account when determining what other transportation improvements are required.

On-street parking.

6.5 Parking

On-street and on-site parking should support the level of services and amenities for the neighbourhood.

Policies

a. Employing strategies that qualify for parking requirement reductions is encouraged.

b. Shared off-street parking solutions may be considered within comprehensive mixed-use developments or nearby sites where the peak parking demands for such developments are substantially different from each other (e.g., movie theatres with evening peaks compared to offices with daytime peaks).

c. Developments located within the Restricted Parking Area will follow the Council-approved Downtown Parking Strategy.

7.0 Infrastructure and Environment

Centre City Goal:

Development that makes efficient use of public infrastructure and demonstrates environmental stewardship.

The flood of 2013 affected the Centre City and demonstrated the scale of disruption and loss that is possible from severe weather events which will continue to increase with climate change. Taking measures to prepare and adapt to become more resilient are infrastructure and environmental challenges that can be addressed through more efficient, renewable or low-carbon energy systems, at both the building and neighbourhood scales.

These policies ensure that utility infrastructure will adequately, safely and efficiently service development activity in each neighbourhood.

River's edge near St. Patrick's Bridge.

7.1 Water and Sanitary Servicing

Development within a neighbourhood will be assessed to ensure that water and sanitary sewer needs can be met.

Policies

a. Development in each neighbourhood must be serviced with municipal water, sanitary sewer and stormwater infrastructure, as well as shallow utilities (e.g., gas, cable, electricity and telephone) as determined necessary by utility providers.

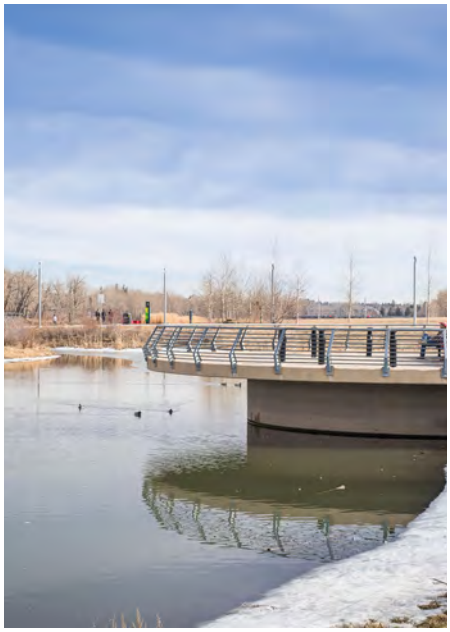
b. The provision, alignment and capacity of water distribution mains and water mains, sanitary sewer mains and trunks, and stormwater mains and trunks within a development must be in accordance with City standards and confirmed through utility servicing studies and/or analysis.

c. The location of all utilities and the provision of rights-of-way, easements and related line assignments should be addressed to the mutual satisfaction of the City and the utility companies.

d. Utility rights-of-way, easements and public utility lots must be provided as required to accommodate the development or the extension of municipal utilities necessary for development.

e. The City must identify any off-site water distribution mains and/or transmission water mains required to be installed to provide municipal water to a development site.

f. As part of an application, a Sanitary Sewer Servicing Study and/or analysis may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer.



Stormwater pond in East Village.

7.2 Stormwater Management

The stormwater management system should be designed to adequately and efficiently service redevelopment and adopt low-impact development strategies where appropriate.

Policies

a. The stormwater management system for each neighbourhood must be designed to adequately and efficiently serve development within each local area plan while preserving riparian and wetland areas, where possible, and adhering to all relevant City policies.

b. Design of utilities, transportation and other infrastructure features must address flood conditions, if applicable.

c. Requirements for stormwater outfall discharge locations, maximum allowable release rates, unit area release rates, runoff volume control targets and stormwater treatment should be consistent with the approved drainage plans for the local area plan.

d. Developments should employ low-impact development strategies to reduce stormwater runoff volume and peak flow. Such strategies may include, but are not limited to,

   i. source control practices;

   ii. rain water harvesting/reuse for irrigation;

   iii. measures that reduce stormwater impermeability; and

   iv. stormwater reuse.

e. Stormwater should be treated as a resource rather than a waste product. Water harvesting and reuse features should be incorporated into various landscape designs and be used for landscape irrigation and other suitable uses. Depending on specific conditions throughout the site, harvested water may also be used for replenishing ground water.

District energy plant in East Village

7.3 Energy and Environmental Impacts

The Centre City represents one of Calgary's best opportunities for initiatives delivering energy efficiency, renewable and low-carbon energy. Deployment of these initiatives at both the building and neighbourhood scale will assist in meeting Calgary's greenhouse gas reduction objectives, contribute to economic development, and ensure citizens and businesses are resilient to future energy changes.

Policies

a. Developments are encouraged to incorporate green building features that:

   i. reduce energy;

   ii. reduce water consumption;

   iii. reduce greenhouse gas emissions; and

   iv. support alternative modes of transportation.

b. Developments should strive to reduce potable water consumption in order to achieve water efficiency targets.

c. Local area plans should identify renewable and low-carbon energy opportunities available at the district or neighbourhood scale.

d. Local area plans should encourage feasibility assessments of neighbourhood or district scale renewable and low-carbon energy opportunities to determine their economic and greenhouse gas reduction potential. These studies are envisioned to be undertaken by the City in collaboration with industry stakeholders.

8.0 Implementation

This section contains information regarding plan implementation.

8.1 Authority of the Plan

The Guidebook is a statutory document, adopted by City Council in accordance with Section 632 of the Municipal Government Act. The Guidebook sets comprehensive long-term policies to guide redevelopment for the Centre City. A local area plan may also identify implementation work that needs to be undertaken to realize these policies.

8.1.1 Non-Statutory Components of the Plan

The Appendix attached to the Guidebook is to be used as supporting information only and does not form part of the statutory document.

8.1.2 Interpretation of the Map Boundaries

Unless otherwise specified in this Guidebook, the boundaries or locations of any symbols or areas shown on a map are intended to be conceptual only, not absolute, and will be interpreted as such. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined and/or confirmed by City Administration at the time of application.

No measurements of distances or areas should be taken from the maps in this Guidebook.

8.1.3 Policy Interpretation

The Plan uses language that is both general and specific. Where general direction is given, flexibility should be used in the interpretation of the policy. Where specific language is used, it is meant to give clear and unambiguous direction to both the Development Authority and the applicant.

Where an outcome statement or objective accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the policy. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

Policies that use the word "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of the Development Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Development Authority with regards to design and performance standards and should support the policy intent.

Policies that use the words "shall," "will," "must" or "require" apply to all situations without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

8.1.4 Illustration and Photo Interpretation

All illustrations and photos are intended to illustrate concepts included in the Guidebook and are not an exact representation of any actual intended development. They are included solely as examples of what might occur after implementation of the Guidebook's policies and guidelines.

8.1.5 Plan Limitations

Policies and guidelines in this Guidebook are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose as detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for land use amendment, subdivision or development permit.

8.1.6 Amendments to the Plan

The Guidebook should have the flexibility to support innovative ideas, respond to prevailing market conditions and reflect community aspirations. As a statutory document, any changes to the policies require an amendment to the Guidebook. Minor variances may be considered by Council or the Development Authority, without requiring an amendment to the Guidebook, provided that the intent of the policy is met. Major changes, however, will require an amendment to the Guidebook.

8.2 Implementation of the Policies

8.2.1 Relationship to the Municipal Development Plan

The Centre City Guidebook is developed as the MDP, Volume 2, Part 2. It is a statutory policy document that establishes a framework for great neighbourhoods and provides consistent policy direction to guide mixed-use development within Centre City neighbourhoods over the next 20 years. Provisions in the Guidebook are intended to implement the policy direction established by Volume 1 of the MDP.

8.2.2 Relationship to Local Area Plans

Policies within the Guidebook will apply to Centre City neighbourhoods only where a local area plan for that neighbourhood states that it applies. The Guidebook must be read in conjunction with the applicable local area plan.

a. Relation to Municipal Development Plan, Volume 1

The Guidebook (Volume 2, Part 2 of the MDP) contains provisions that are intended to implement the policy direction established by Volume 1 of the MDP. If there is a conflict between the provisions herein and the provisions of Volume 1 of the MDP, Volume 1 takes precedence. Opportunity to amend Volume 1 to reflect lessons learned through the implementation process should be taken, as soon as possible. For guidebook definitions, refer to MDP, Volume 1, Part 6 – Glossary.

b. Relation to local area plans

The policies of this Guidebook (MDP, Volume 2, Part 2) establish policies to be applied in combination with local area plans.

i. The Guidebook applies only when a local area plan states that it does.

ii. A local area plan may exempt itself from specific Guidebook provisions (and identify different standards) by describing the exemption in policy. Local area plans outline a finer level of detailed policy than what is provided in the Guidebook, and the exemption would be maintained as the Guidebook is amended from time to time. In the event of any conflict between a local area plan and the Guidebook, the local area plan takes precedence.

Appendix

Other Relevant City Policies

Sections in the Guidebook build on the policies and directions from the following documents, as amended from time to time. Should these policies or plans be rescinded, they will cease to apply to this Guidebook.

1. Land Use

- Access Design Standards
- Affordable Housing and Development Guidelines
- Alberta Building Code Standards on Adaptable Dwellings
- Bird-friendly Urban Design Guidelines
- Calgary Heritage Strategy
- Centre City Illumination Guidelines
- Centre City Urban Design Guidelines
- Child Care Service Policy and Development Guidelines
- Civic Arts Policy
- Cultural Plan
- Fair Calgary Policy
- Inner City Recreation Program Amenity and Market Assessment
- Planning Principles for the Location of Care Facilities and Shelters
- Public Art Master Plan
- Recreation Amenity Gap Analysis
- Recreation Facility Development and Enhancement Study
- Recreation Master Plan
- Seniors Age-Friendly Strategy
- Triple Bottom Line Policy Framework
- Universal Design Handbook

2. Open Space

- Access Design Standards
- Calgary Wetland Conservation Plan
- Calgary... A City of Trees: Parks Urban Forest Strategic Plan
- Cultural Landscape Strategic Plan
- imagineParks: A Long-Term Vision of Calgary's Public Parks and Open Space
- Living a Creative Life – An Arts Development Strategy for Calgary
- Open Space Plan

- Our BiodiverCity: Calgary's 10-Year Biodiversity Strategic Plan
- Pathway and Bikeway Plan
- Riparian Strategy: Sustaining Healthy Rivers and Communities
- Seniors Age-Friendly Strategy
- Urban Park Master Plan

3. Mobility

- Access Design Standards
- Calgary Transportation Plan
- Centre City Mobility Plan
- Complete Streets Policy
- Cycling Strategy
- Downtown Underpass Urban Design Guidelines
- Inner City Transportation System Management Strategy
- Investing in Mobility: Transportation Infrastructure Investment Plan
- A Parking Policy Framework for Calgary
- Pathway and Bikeway Plan
- The Route Ahead
- Seniors Age-Friendly Strategy
- Step Forward: A master plan for improving walking in Calgary
- Transit Friendly Design Guide
- Transit Oriented Development Policy Guidelines

4. Infrastructure and Environment

- Stormwater Management Design Manual
- Stormwater Management Strategy
- Stormwater Source Control Practices Handbook
- Total Loading Management Plan
- Water Efficiency Plan
- Watershed Water Management Plans
- Wind Energy Conversion System Policy

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1.0 Introduction

Building a sustainable, connected city of great neighbourhoods

Calgary is a young, dynamic and growing city and its neighborhoods are often changing. They are more diverse with different housing preferences and needs. These needs, combined with an evolving and fluctuating economy, demands for new infrastructure and services and changing climate all pose challenges to our city.

We will meet the challenges we face today and in the future as Calgarians have always done and embrace building a stronger, resilient and sustainable city.

Growth and change in our communities is crucial as they support the economy, allow resources and infrastructure to be used efficiently, and create culturally diverse, vibrant and complete neighbourhoods.

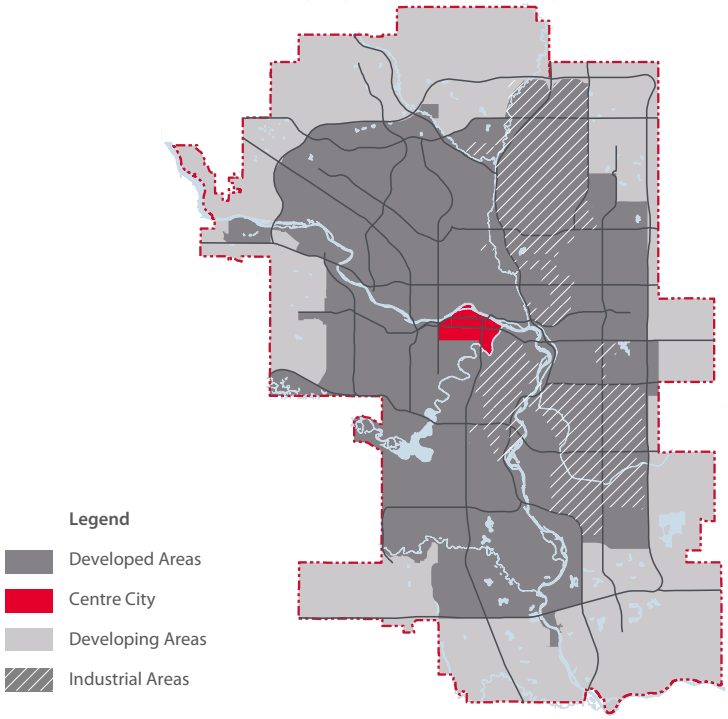
Together, the Developed Areas Guidebook (Guidebook) and Local Area Plans provide the core policies for future development and community building within the Developed Areas (see Map 1: Location of the Developed Areas).

As a forward looking planning approach, this Guidebook and Local Area Plans will address a broad range of issues and maximize opportunities such as the benefit of public and private investment and development. The aim is to increase residential and employment densities in key locations where transit and community amenities and services are most accessible. New and different types of housing and employment related development will help to maintain or create stable and vibrant communities with the sufficient population to support more diverse housing forms, businesses, services, schools and valued amenities for people of all ages and needs.

This Guidebook will guide local area planning and City decisions on where and how to build new jobs and housing to improve our neighbourhoods, while retaining the quality of life we enjoy today. It provides a roadmap and framework through which The City, communities, industry and other stakeholders can collaborate to create and maintain local area planning that represents and supports the best possible vision and direction for Calgary's Developed Areas communities.

Map 1 I Location of Developed Areas

The Developed Areas encompass both the inner city (neighbourhoods developed prior to the 1950s) and the established areas (neighbourhoods built out between the 1950s and 1990s). These neighbourhoods are primarily residential with support retail and employment. They may include portions of the older industrial areas of the city, in particular areas identified as Employee Intensive in the Municipal Development Plan, where intensification and redevelopment are envisioned, as determined through a Local Area Plan.



The Developed Areas Guidebook:

- Translates Municipal Development Plan (MDP), Volume 1 objectives into community level policy.
- Provides general policy to shape more complete communities that are well connected and supported by amenities and services that meet the daily needs of all people.
- Provides a common community framework, consisting of land use, urban form and policy direction, for how the Developed Areas are planned and developed today and into the future.
- Establishes a consistent approach for undertaking a Local Area Plan or significant Local Area Plan amendment and implementing the Land Use Bylaw, as well as reviewing applications in areas where a Local Area Plan references this Guidebook.

Figure 1-1 I Complete Communities

Complete communities are places that provide environments that support children at every stage of their development, a range of housing forms and options for all households, and seniors aging gracefully in their neighbourhoods. These communities have a built form and spaces that support public life and well-being, providing connections by foot, bike, transit and vehicle to jobs, shopping, learning, open space, recreation, and other amenities and services.

This Guidebook contains policies that are applied in conjunction with the policies of MDP Volume 1 and a Local Area Plan. It outlines the form and character of development that are the building blocks within the Developed Areas. This community framework and the established general policies in the Guidebook set out a course of action to facilitate and guide change in our communities that reflects good planning practice, MDP core objectives and community interests and values. Local Area Plans will continue to focus on the unique and specific aspects of the community and ensure that development is complementary to the existing community character and other local aspirations. This approach is intended to simplify policy implementation, provide predictable, consistent policy direction that can be responsive to changing circumstances and promote the well being of people and communities as central to that work.

Creating **complete communities** that offer a range of well designed housing options, including more affordable housing types, enhanced by local businesses, shops and amenities will support a diverse age-resilient city.

1.1 Vision

This Guidebook reflects the aspirations and vision of the MDP to make Calgary a sustainable, connected city of great communities.

1.2 Core Ideas

The vision of the MDP is supported through the overarching concept of complete communities. This concept is interwoven through the following core ideas which also embody the goals and policies of the MDP, Calgary Transportation Plan (CTP), and city wide plans and strategies approved by City Council. These principles provide the overall direction for future Local Area Plans in the Developed Areas (Figure 1-2). Each Local Area Plan should demonstrate how these ideas are being achieved at the local scale to achieve the vibrant and complete communities envisioned by the MDP, as well as support the vision for city-wide, long term sustainable growth.

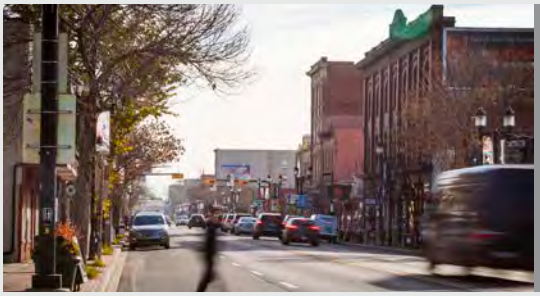
The Developed Areas is comprised of many distinct neighbourhoods, some of which are already complete communities, while others have some components of complete communities in place, or even declining population due to community life-cycle. This Guidebook contains policies that, overtime, enable infill and a diversity of housing forms and higher density mixed-use areas in Centres and Main Streets to provide the necessary number of people to support neighbourhood shops, schools and amenities in all communities.

Figure 1-2 I MDP Goals, Policies and Community Core Ideas

Municipal Development Plan goals and policies:

Prosperous economy | Connecting the city | Greening the city | Great communities | Compact city | Managing growth and change | Good urban design

Core Ideas



Complete communities:

- Promote vibrant, mixed-use communities and support cultural vitality.
- Increase diversity in housing, employment and amenity choices.
- Enable a broad range of compatible and desirable uses, including local services to meet daily needs for residents, workers and visitors.

Great communities:

- Respect and enhance community character, history and distinctiveness.
- Provide a variety of affordable and quality housing options.
- Support building forms that are suitably scaled to the neighbourhood or community.
- Enable a variety of public spaces, parks, facilities and other community amenities to support social interaction, activities, well-being and inclusiveness.

Compact strategic growth:

- Accommodate future residential and employment populations in a way that allows more compact efficient use of land and generates activity and vitality in local neighbourhoods.
- Focus on community priorities and strategic opportunities for public and private investment.

Multi-modal connectivity:

- Create walkable, bikeable, connected and transit-oriented communities.
- Create safe connections within and outside of the community, connecting people with amenities, services and employment.

Resilient communities:

- Promote economic resiliency.
- Take measures to adapt to climate change and support renewable and low carbon energy.
- Foster social diversity and connections as a means to enhance community resiliency.
- Facilitate the development of healthy and active communities.

1.3 Planning Approach

A community framework has been established for the Developed Areas. It outlines the form and character of development for different areas of a larger community. Containing this policy framework in one Guidebook will facilitate consistent policy interpretation and reduce the repetition in future Local Area Plans.

Section 2 outlines three built form categories; each of which is further organized into building blocks. Building blocks represent the different uses and intensities typically found throughout the Developed Areas (see Table 1: Planning Approach).

In Volume 1, built form typologies have been established to create an urban structure for the entire city. These typologies vary in both scale and intensity. The building blocks in the Guidebook each correspond with an urban structure typology identified in Volume 1 as shown in Table 1.

The policies of this Guidebook are applied through reference in a Local Area Plan and are implemented through land use and development application processes and the Land Use Bylaw. Local Area Plans include Area Redevelopment Plans (ARPs), Station Area Plans (SAPs) and Area Structure Plans (ASPs) (see MDP Section 1.4.4 for a full description of Local Area Plans). Only areas with a Local Area Plan that references this Guidebook will be subject to its policies.

Creating Local Area Plans for Complete Communities

This Guidebook must be used when writing Local Area Plans for any area identified in Map 1: Location of Developed Areas. It sets out a community framework, best practices and common policies for Local Area Plans to help Calgary meet goals around complete communities, providing consistency and minimizing repetition between plans. The community framework should be applied and customized at the local level. In many circumstances, the policies in this Guidebook will be expanded upon, when needed, in the Local Area Plan to provide additional guidance. Market analysis, physical site characteristics and public input additionally guide the creation of the Local Area Plan.

Guidebook policies are applied to an area through the community engagement process for a new or amended Local Area Plan. Through this process, local area policies will reflect the needs that are specific to the unique community context.

Review and Decision-Making on Land Use and Development Applications

Where a Local Area Plan states that this Guidebook applies, this Guidebook must be read in conjunction with the Local Area Plan to guide an application or new outline plan.

Table 1 I Planning Approach - Building Blocks Associated with MDP Typologies

Built Form Categories	Scale	Building Block	Urban Structure Typology
Community	High Density	Community High Density	Major Activity Centre, Community Activity Centre
	Centre	Community Centre	Major Activity Centre, Community Activity Centre, Urban Main Street, Developed Residential Areas
	Mid-Rise	Community Mid-Rise	Neighbourhood Activity Centre, Community Activity Centre, Neighbourhood Main Street, Developed Residential Area
Neighbourhood	Mid-Rise	Neighbourhood Mid-Rise	Developed Residential Area, Community Activity Centre, Major Activity Centre, Neighbourhood Activity Centre and Main Street
	Low-Rise	Neighbourhood Low-Rise	Developed Residential Area, Neighbourhood Activity Centre
	Low-Scale	Neighbourhood Limited	Developed Residential Area, Neighbourhood Activity Centre
Employment	Flexible	Industrial	Standard Industrial
		Intensive	Industrial–Employee Intensive, Community Activity Centre

1.3.1 New Local Area Plans

During the preparation of a new Local Area Plan, community building blocks, as outlined in Sections 2.0 and 3.0, will be selected to achieve a specific local vision. While some areas may present a blank slate for redevelopment, others may have established development patterns, ranging from stable low-scale residential to industrial, which may not lend themselves, to significant changes or intensification. New Local Area Plans should use the framework set out in this Guidebook and expand on the policies of the building blocks where needed to respond to unique attributes in a community. The application of this Guidebook will be different for each community depending on the community context and vision.

Community Composition

This Guidebook recommends the incorporation of the following components as part of the Local Area Plan:

a. A map that identifies the location and boundaries of built form categories and building blocks that will achieve the Guidebook and Local Area Plan core ideas.

b. A map indicating building heights for areas contained within the Local Area Plan.

c. A summary of planning outcomes, including jobs and population estimates, that align with this Guidebook and Volume 1 of the MDP.

d. An overview of community history, opportunities and constraints.

e. Additional policies that are specific to the community, including but not limited to:

   i. Specific attributes for local neighbourhoods, streets, or defined areas within the community.

   ii. Specific local attributes pertaining to the applied built form categories or building blocks.

   iii. The preservation of existing natural or green areas.

   iv. Active frontages, where mixed-use activity will be concentrated.

   v. A grid or modified grid of public streets that builds on the existing road network to encourage walkability, support universal accessibility and improve connectivity for all modes of travel within and beyond the community.

   vi. Existing or new parks, open space, and regional pathways.

   vii. A range of community services, amenities, cultural and heritage resources.

   viii. Development oriented to encourage transit use, cycling, and walkability.

   ix. Existing or future transit service plans.

   x. Infrastructure that may support climate change resilience and renewable energy.

For a suggested template for the preparation of a new Local Area Plan see Appendix 3: Local Area Plan Template.

1.3.2 Amendments to Existing Local Area Plans

This Guidebook may also be implemented through a significant amendment to an existing Local Area Plan. Determining whether this Guidebook should be applied to an amended plan will be based on the significance and content of the amendment. This Guidebook could be applied through an amendment to a Local Area Plan for a specified area (e.g. a Main Street, an identified neighbourhood, or an Activity Centre) based on community vision and engagement. In these situations, it will be determined on a case-by-case basis whether the entire Local Area Plan, or just the specified area undergoing the amendment would be updated to reflect this Guidebook. Amendments to a Local Area Plan for site specific land use redesignations will not warrant the application of this Guidebook.

2.0 Community Framework

The Developed Areas Guidebook establishes a common framework for development to guide growth and change for the Developed Areas. It outlines the building types and forms, intensity and urban design common to the Developed Areas.

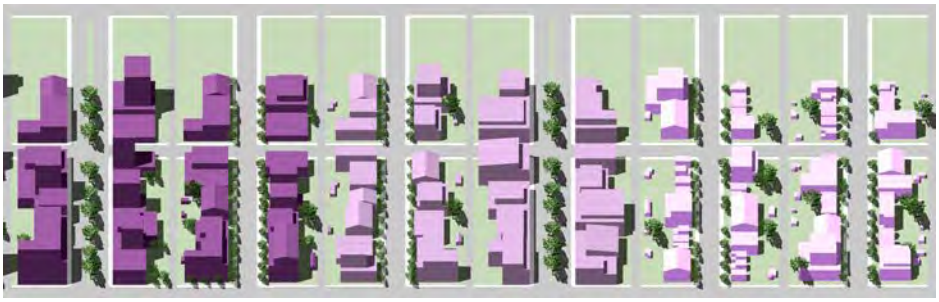
2.1 Community Framework

This Guidebook identifies three built form categories found in Developed Areas. It also identifies eight building blocks which are specific to the categories and are used to create unique community context. Not all building blocks need to be used in each community; rather, they should be used to build the desired character of a community.

The community framework structure and building blocks are associated with particular forms and building heights that are typical of specific land use districts (from Land Use Bylaw 1P2007). All categories and building blocks have common policies that should be considered through the development of a Local Area Plan or a site-specific application, depending on the policy and context.

Figure 2-1 and 2-2 demonstrate how the building blocks are applied and customized at the local level.

Figure 2-1 I Community Framework Application Employment Areas



Bylaw 82P2018

Employment						
Intensive				Industrial		Industrial Flex
C-COR2	C-R1	C-C1	I-C	I-G	C-N1	Direct Control
C-COR3	C-R2	C-C2	I-R	I-E	C-N2	
C-O	C-R3		I-B	I-R	C-C1	

Bylaw 82P2018

Figure 2-2 I Community Framework Application Developed Areas

A number of selected building blocks identify and reinforce an urban hierarchy within the community. The building blocks enable a sense of continuity throughout communities with smooth, imperceptible and consistent transitions between land use areas. These areas share common attributes reflecting each unique area in the community based on building types and forms, intensity, urban design and community vision.

Developed Areas
Building Blocks

Increases in Diversity of Uses → **Predominantly Residential**

Community High-Density	**Community** Centre	**Community** Mid-Rise	**Neighbourhood** Mid-Rise	**Neighbourhood** Low-Rise	**Neighbourhood** Limited

Local Area Plan
Additional Details and Definition

10 storeys +	**6-10 storeys**	**up to 6 storeys**	**up to 6 storeys**	**up to 4 storeys**	**up to 3 storeys**
High-Rise Mixed-Use & Apartments Large Scale Mid-Rise	Medium & Large Scale Mixed-Use Mid-Rise	Mixed-Use Mid-Rise	Apartment Mid-Rise	Apartment, town house Low-Rise	Singles, semi-detached, duplex, suites, row house, town house
CR-20 M-H2 C-COR2 M-H3 C-COR1	MU-1 M-H1 MU-2 M-H2 C-COR1 M-H3 C-COR2	MU-1 M-X1 MU-2 M-X2 C-COR1 M-H1	M-C2 M-H1 M-X2	M-CG M-C1 M-X1	R-CG R-C1N R-C1 R-C2 R-C1s

Please refer to Appendix 1, Table 3 for full list of potential districts.

Building blocks are intended to correspond to existing and desired land use districts identified through the Local Area Plan process. This diagram demonstrates a sample of the core Land Use Bylaw districts only. Not all applicable districts are considered.

Figure 2-3 I Community Framework

The community framework is intended to promote and facilitate the development of vibrant and livable communities, all with amenities and services that meet the daily needs of residents, workers and visitors.

Community Framework

Building Blocks

Urban Form

Residential Infill

Neighbourhood – Limited
1-3 storeys-singles, semi-detached, duplex, suites, row house, town houses

Neighbourhood – Low-Rise
up to 4 storeys

Neighbourhood – Mid-Rise
up to 6 storeys

Urban Structure: MDP Typologies

Developed Areas

Neighbourhood / Community Activities Centres

Community Framework

Building Blocks

Urban Form

Residential Infill

Neighbourhood and Community Activity Centres and Main Streets

Transit Station Area

Community – Mid-Rise
up to 6 storeys

Community – Centre
6-10 storeys

Community – High-Density
10+ storeys

Neighbourhood Main Streets | Community and Urban Activity Centres | Urban Main Streets and Major Activity Centres

In developing the built form categories and building blocks, Calgary's inner city and established area neighbourhoods were examined for best planning policy practice and development outcomes. Illustrations are provided in Figures 2-4 and 2-5: Examples of Application of Building Blocks to demonstrate how the resulting framework is applied to an established Main Street and transit station area.

Figure 2-4 I Example of Application of Building Blocks: Main Street

Main Street
Established Area

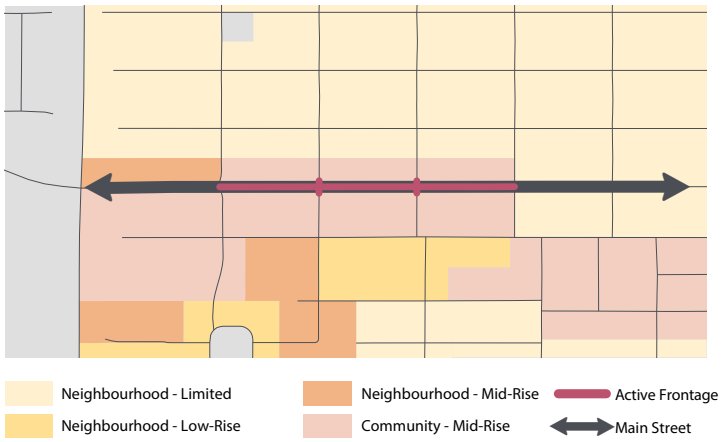
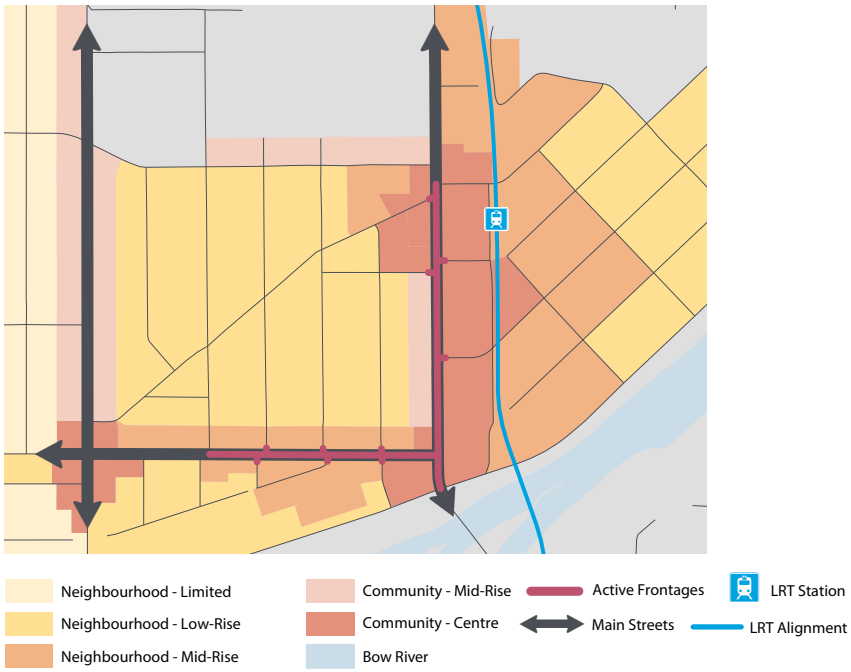


Figure 2-5 I Example of Application of Building Blocks: Transit Station Area

Transit Station Area
Inner City



Creating the compact and connected city envisioned by the MDP requires establishing harmonious transitions between different types of land uses. New and redevelopment along Main Streets and at the edges of Activity Centres complements adjacent neighbourhoods. See Appendix 4 for three dimensional illustrations of the above examples.

3.0 Land Use and Built Form

Municipal Development Plan policy emphasizes creating active, vibrant and complete communities. In this section, this Guidebook establishes the foundational land use and design framework and supporting policies for communities in the Developed Areas to achieve these objectives.

> **"Redevelopment should support the revitalization of local communities by adding population and a mix of commercial and service uses."**
>
> — MDP Vol. 1, Section 3.5.a

MDP policies promote strong commercial and employment areas that are well served by transit and connected by walkable, diverse residential neighbourhoods. The MDP recognizes that supporting mixed-use development patterns and a range of housing forms and options for households of all income levels, ages and abilities is critical to sustaining and enhancing stable and healthy communities.

3.1 Built Form Categories and Building Blocks

The purpose of the built form categories and building blocks is to provide certainty on the types of uses and character that can occur within each area. The community framework is designed to enable a variety of uses and building forms and to establish a range of densities.

Built form categories provide the general use and intent for an area while the building blocks provide further detail on the range of uses, scale of buildings, density, and general built form characteristics as shown in Table 2: Building Blocks and Intensities. Locating the building blocks for a community takes into consideration a community's aspirations and The City's strategic growth objectives. Not all categories and building blocks are appropriate in every community; only those that contribute to the vision for the community should be used. The building heights referenced in these building blocks provide general guidance and assurances regarding the intent of the building block while still allowing flexibility to customize the Local Area Plan to meet the needs of the community.

The location and boundaries for the building blocks and community policies are determined through the Local Area Plan. They are subsequently implemented through application processes, such as land use amendment and development permits.

Table 2 I Building Blocks and Intensities

	Building Block	Intensity	Characteristics
Community	Community High-Density	10 storeys and higher	• Wide range and combination of uses • Highest intensity, no maximum height • High density of residential uses at 10+ storeys • Permitted number of storeys indicated in Local Area Plan
	Community Centre	6-10 storeys	• Wide range and combination of uses • Higher concentration of non-residential uses, including institutional • High density residential uses at 6+ storeys in height
	Community Mid-Rise	Up to 6 storeys	• Wide range and combination of uses • Concentration of retail, services, offices and residential
Neighbourhood	Neighbourhood Mid-Rise	Up to 6 storeys	• Predominantly residential uses • Includes support community uses such as parks, schools, places of worship and small scale commercial to serve local residents
	Neighbourhood Low-Rise	Up to 4 storeys	• Predominantly residential uses • Includes support community uses such as parks, schools, places of worship and small scale commercial to serve local residents
	Neighbourhood Limited	Singles, Semi-detached, Duplex, Suites, Rowhouse, Townhouse	• Predominantly low density residential uses and ground oriented dwellings • Includes support community uses such as parks, schools, places of worship and small scale commercial to serve local residents
Employment	Employment Industrial	Flexible and can range in intensity depending on needs	• Protective of industrial uses with minimal redevelopment to non-industrial uses • Minimal support uses allowed as defined by the Local Area Plan
	Employment Intensive	Flexible and can range in intensity depending on needs	• Wide range of non-residential uses • Transit trip generating employment uses
	Employment Industrial Flex	Flexible and can range in intensity depending on needs	• Low impact, light industrial uses with opportunities for residential uses • Ancillary commercial uses allowed as defined in a local area plan • Transit-supportive employment uses **Bylaw 82P2018**

3.1.1 Community Category

Community areas provide the primary areas for growth and change in Calgary over the next 30 years. They are compact urban places (Main Streets, Activity Centres, transit station areas) that anchor complete communities. This category contains a broad range of residential and commercial uses that may be arranged vertically within a building or horizontally across an area in multiple buildings within a community.

Three building blocks define the different scales of development within the Community built form category:

- Community – High Density
- Community – Centre
- Community – Mid-Rise

A. Community – High Density

Community – High Density facilitates high intensity residential and mixed-use development with large-scale residential and non-residential uses. It has the highest density and the greatest flexibility of the Community building blocks to provide significant office, institutional and residential uses. Built forms could have large use areas and street walls to accommodate large scale mixed-use development. This area allows mixed-use and multi-residential buildings 10 or more storeys in height, encouraging upper storey building setbacks, where appropriate. The first floor of mixed-use buildings should be constructed in a manner consistent with retail commercial storefronts, allowing future retail conversions.

B. Community – Centre

Community – Centre accommodates a greater proportion of non-residential development and higher density buildings than the Community Mid-Rise building block (see below). These areas have wider sidewalks and buildings set close to the public realm to support higher levels of commercial and residential intensity that can provide a regional draw and will help generate daytime and evening activity. Both a vertical and horizontal mix of uses is appropriate. Buildings should be six to 10 storeys in height, providing room for taller first and second storeys in buildings where vertical mixed-use is desired. Multi-residential buildings should incorporate upper storey building stepbacks, where appropriate.

C. Community – Mid-Rise

Community – Mid-Rise consists of mid-rise building types that accommodate a range of retail, services, office, institutional and residential uses and is appropriate for most areas where a horizontal and vertical mix of uses is desired. Streets typically define medium-sized blocks embedded within an established low to medium-scale urban fabric such as low density residential neighbourhoods. Buildings should be up to six storeys, providing room for taller commercial uses in buildings where vertical mixed-use is desired.

Policies

The policies in subsections 1 to 5 below should be used when applying a Community building block in a Local Area Plan, as well as during the application stage.

1. General Community Areas

Development within an area defined as a Community building block should contribute to the following aims:

a. Provide direct, convenient and accessible pedestrian connections across larger sites, connecting to transit service, open space and other community services and amenities.

b. Generate activity throughout the day and evening.

c. Encourage and support retail and service businesses.

d. Support a broad mix of medium and higher density residential and non-residential uses.

e. Integrate development with adjacent residential areas by ensuring appropriate transition in building height, scale, and intensity of uses.

f. Encourage building entries to be visible from the street and directly accessible from the sidewalk.

g. Encourage the incorporation of schools, child care, places of worship, civic facilities and other community functions within the community.

h. Provide vehicular access to new developments via a lane, where feasible.

i. Designate select streets as active frontages (see subsection 4 for additional policies).

2. Commercial Development

Commercial development within an area defined as a Community building block should meet the following policies:

a. Provide a wide variety of retail, office, and personal service options and incorporate a range of unit sizes to support a variety of uses.

b. Promote commercial streets that are defined by a series of narrow shopfronts to create interest and rhythm along commercial streetscapes.

3. Residential Development

Residential development within an area defined as a Community building block should meet the following policies:

a. Encourage the incorporation of the following features:

   i. A mix of unit sizes and types to provide diversity in housing choice within residential developments.

   ii. Upper storeys massed and stepped back to minimize the appearance of scale and reduce shadow impacts where appropriate.

   iii. Common amenity spaces that allow for social and communal activities.

Figure 3-1 I Community Building Blocks

Mixed-use areas are lively places where the greatest concentration of activity (working, shopping and living) occur. These areas define locations where a high-quality living environment with transit, amenities and infrastructure capacity can support residential uses, employment uses and strategic intensification through a variety of building forms and heights.

b. Consider the identification of residential streets that are primarily composed of residential uses as residential frontage areas in the Community area in a Local Area Plan.

c. Consider locating the following uses within residential frontage areas:

   i. Residential uses at ground level with front entrances facing a street.

   ii. A limited variety of compatible non-residential uses, including opportunities for home-based and small businesses, provided the impacts (e.g., noise, servicing, parking) from the proposed use can be mitigated to the satisfaction of the Approving Authority.

Figure 3-2 I Active Frontage Areas

In active frontage areas buildings are oriented to the street and promote activity and surveillance through at grade and frequent entries, outdoor seating and a high quality public realm.

4. Active Frontages

Active frontages may be identified in a Local Area Plan, and are defined as the portions of buildings where the ground floor uses must be commercial, which will create a more vibrant and safer pedestrian environment and contribute to activity on the streets throughout the day and evening. All Community building blocks could include active frontages, if desired. Active frontages should be used when the Local Area Plan requires vertical mixed-use. Consideration should be given to economic studies and other planning rationale that supports the requirement of active frontages. Active frontages do not have to be identified in Local Area Plans that do not require vertical mixed-use.

a. Where active frontages are proposed, the development should be designed to:

   i. Provide active uses at grade, including but not limited to retail, personal services, consumer services, supermarkets and restaurants, and community service uses, including child care.

   ii. Create a finer-grained building frontage with multiple uses for developments that face a primary pedestrian street or abut a public open space.

   iii. Promote multi-use commercial buildings.

   iv. Discourage surface parking lots on private property, located between a building and a street.

b. Local Area Plans are encouraged to identify additional uses, provided they are appropriate at grade, and the building is retail ready. These uses accommodate built forms intended for future active uses, in areas where economic trends or community redevelopment life cycle may not support those uses today.

5. Special Areas within a Community building block

a. A Local Area Plan may identify areas that are auto-oriented, particularly those areas that may experience transition in the future, but are currently geared towards automotive services.

b. A Local Area Plan may identify areas for light industrial uses such as light manufacturing, small-scale assembly and warehouses, fabrication, institutional/vocational, commercial flex and live-work that are small-scale in nature, where appropriate, that can demonstrate they have a low impact and are compatible with adjacent uses. These areas represent an opportunity for innovative, collaborative businesses that serve a range of employers.

3.1.2 Neighbourhood Category

Development in Neighbourhood policy areas should respect and build from the successful established patterns and character of the community. Neighbourhood areas are predominantly composed of residential uses at a variety of densities to allow for appropriate intensity at the local level as well as for specific pockets that support commercial and service uses. Residential buildings should be ground oriented, and provide pedestrian access points oriented towards the street. There are typically on-site amenities, green spaces, or connections to public open space. Through the Local Area Plan, various forms of housing mix and services should be provided to serve the growing diversity in household types and ages.

Three building blocks define the different scales of development within the Neighbourhood Category:

- Neighbourhood – Mid-Rise
- Neighbourhood – Low-Rise
- Neighbourhood – Limited

A. Neighbourhood – Mid-Rise

A Neighbourhood – Mid-Rise area would typically be located between existing low-rise residential, and more intense residential or mixed-use areas, such as Community – Centre, to act as a transition, or could be used to increase density in an area that can accommodate mid-rise buildings. Multi-residential buildings should be four to six storeys in height and provide a sensitive interface between higher intensity and lower intensity areas.

B. Neighbourhood – Low-Rise

Neighbourhood – Low-Rise could be located between existing ground-oriented areas, and more intense residential areas, such as Neighbourhood Mid-Rise or Community – Mid-Rise, to act as a transition, or could be used to increase density in an area that can accommodate low-rise buildings. This area encourages a mix of housing types including but not limited to low-rise multi-residential buildings, secondary and backyard suites, stacked townhouses, townhouses, live-work units, semi-detached dwellings, duplexes, and rowhouses between three to four storeys in height.

C. Neighbourhood – Limited

The Neighbourhood – Limited category allows for existing low density residential housing to remain, complemented by sensitive infill housing of a similar scale. Moderate intensification in this area respects the existing character and more intensive redevelopment will occur in strategic locations such as a Main Street. Appropriately scaled ancillary buildings and backyard suites are accommodated where deemed appropriate through a Local Area Plan. The Local Area Plan may identify locations where specific types of infill developments are encouraged or restricted.

There should be a mixture of housing types, up to three storeys in height, including single detached dwellings, accessory units, row-houses, duplexes and semi-detached dwellings to ensure compatibility with the surrounding community. This area also supports secondary and backyard suites.

Policies

The policies in subsections 1 to 3 below should be used when considering the application of a Neighbourhood building block in a Local Area Plan, as well as during the applicable application stage.

1. Development within an area defined as a Neighbourhood building block should contribute to the following aims:

a. Encourage primarily residential buildings allowing for local commercial nodes where applicable.

b. Encourage reinvestment in existing communities within 600 metres of a Light Rapid Transit station.

c. Encourage schools, child care, places of worship, civic facilities and other community functions. Parking relaxations may be considered to accommodate these uses.

d. Encourage a mix of housing unit sizes, including some units with a sufficient number of bedrooms to potentially accommodate larger families and multi-generational households.

e. Encourage age-friendly housing to be located in areas with good access to services and amenities, including along streets with transit routes and within 200 metres of a Primary Transit Network stop or station or a Light Rapid Transit station or transit hub.

2. Multi-Residential Development

Multi-residential developments contain three or more dwelling units on one parcel of land. Multi-residential developments are encouraged to integrate with other types of housing throughout communities in a manner that provides inclusion and good access to public services and amenities.

Multi-residential development should be designed or planned to:

a. Locate primarily within 400 metres of the PTN, community services, amenities and open space.

b. Locate within Activity Centres and Main Streets, while ensuring it is strategically planned throughout the community.

Figure 3-3 I Neighbourhood Areas

Housing needs can change dramatically over the course of a lifetime and a more diverse housing stock in communities will improve choices for residents over the long-term.

"Provide for a wide range of housing types, tenures (rental and ownership) and densities to create diverse neighbourhoods."

— MDP Vol. 1, Section 2.3.1

c. Integrate with the surrounding community in areas with consistent pedestrian orientation and a regular pattern of pedestrian and vehicular connections.

d. Front onto a public street or a private internal drive aisle that looks and functions like a public street, provided that this does not conflict with other policies, such as sound wall attenuation.

e. Orient main entrances towards a public street where a multi-residential development interfaces with both an internal drive aisle and public street.

f. Provide direct, convenient and accessible pedestrian connections across larger sites, connecting to transit service, open space and other community services and amenities.

g. Discourage surface parking lots provided between a building and a street.

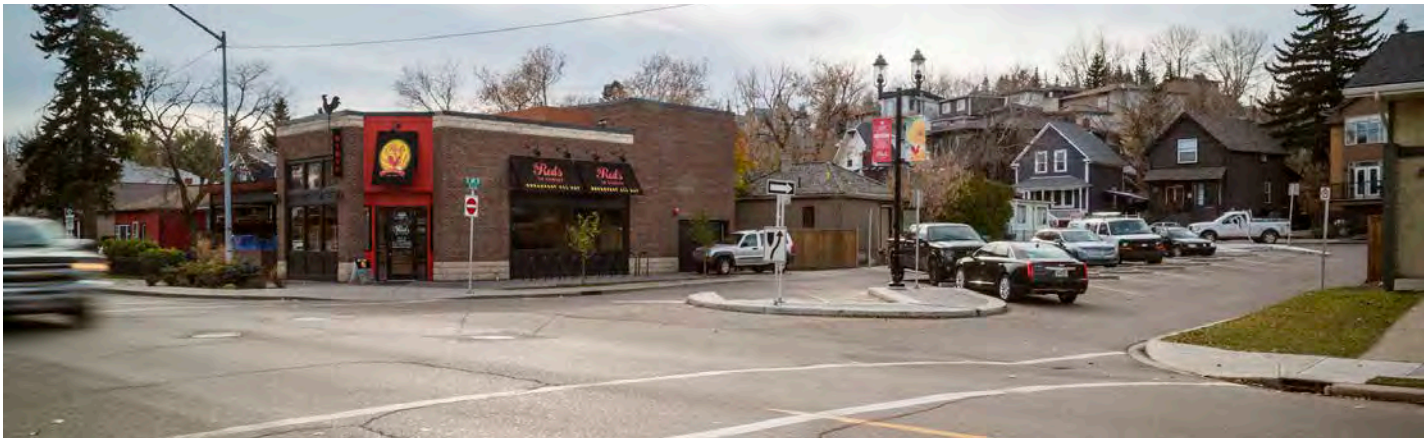


Figure 3-4 I Neighbourhood Areas

Providing a range of housing options in communities will ensure that neighbourhoods remain diverse and resilient. Small-scale, local commercial supports residents' daily needs and can be compatible within residential areas when located appropriately.

3. Commercial Development

   Small-scale, local commercial development, intended to serve the day-to-day needs of residents that are compatible with residential uses, can be considered within residential areas.

   a. Design new commercial developments in these areas to reflect the surrounding residential area and locate on sites that meet one or more of the following criteria:

      i. Have on-site or adjacent development that makes residential use inappropriate.

      ii. Have existing non-residential uses or existing buildings that are designed to accommodate non-residential uses, such as commercial or personal service.

      iii. Have a cluster or concentration of nearby commercial development already well established in the community.

      iv. Be located on a corner.

      v. Be located near local community facilities or amenities.

   b. Consider parking relaxations where deemed appropriate by the Development Authority to accommodate these uses.

   c. Maximum non-residential floor areas should be determined at the Local Area Plan stage depending on site context.

   d. Consider support for local serving ground floor commercial uses for buildings that have, or will have, residential units located above the first floor.

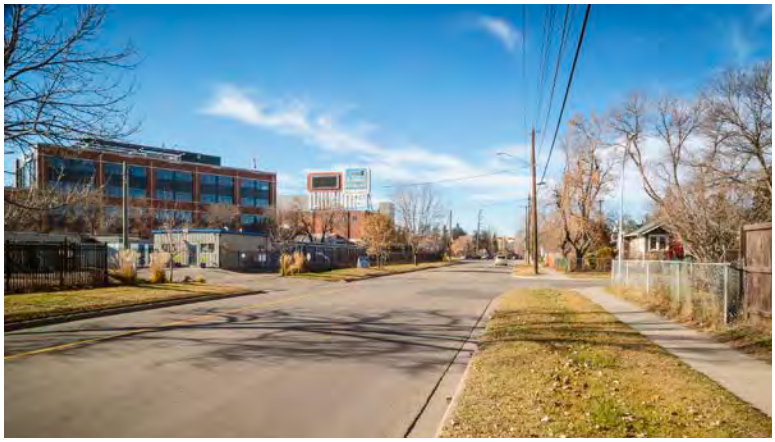


Figure 3-5 I Employment Industrial and Intensive Areas

3.1.3 Employment Category

These areas provide for significant employment concentrations, and industrial operations. Planning for these areas contributes to a balance between employment and residential growth so that people have a greater opportunity to live and work in closer proximity, rather than commuting far distances. These areas promote the transformation of industrial, office and commercial properties to more intensive, active, transit supported and pedestrian-oriented communities. The primary uses are light to medium industrial, office and supporting commercial spaces as determined through the Local Area Plan. This transformation can be facilitated by the aggregation of vacant and underutilized land.

There are two building blocks in this category:

- Employment – Industrial
- Employment – Intensive
- Employment – Industrial Flex **Bylaw 82P2018**

A. Employment – Industrial

Employment – Industrial provides for a broad variety of industrial uses and intensities that support business in Calgary. This building block protects industrial land for primarily industrial uses, including but not limited to: distribution, manufacturing, fabricating, processing, warehousing, construction, wholesaling and utilities, while allowing strategic non-industrial uses to support employees in the area. Local Area Plans using this building block should limit commercial and retail floor area to those uses needed to support industrial activity and should adopt and strengthen regulations around maximum floor areas and percentage of floor space allocated to ancillary retail or commercial uses.

a. Office conversions of industrial uses must only be considered where the following conditions apply:

Policies

i. The area has a documented deficit of office or commercial space based on a market study.

ii. The use does not detract from or affect the operations of the surrounding industrial uses.

iii. The area has the infrastructure capacity to support the added intensity provided.

B. Employment – Intensive

Employment – Intensive supports a high volume of employment uses that are transit trip generating while continuing to support traditional industrial uses. Redevelopment and development in this area includes but is not limited to offices with other support uses, including restaurants and other service uses. These area provide strategic locations for large scale institutional or campus-style uses and large format non-industrial uses when combined with high intensity employment uses. It allows for a vertical or horizontal mix of uses, relying on all modes of transportation to ensure connectivity. Pedestrian connections should be designed to ensure all areas are accessible, including for those with mobility challenges.
Parcel size can vary to accommodate different types of uses, sizes or scales. Local Area Plans using this block could consider limiting retail floor area to those uses needed to support local activity and could adopt regulations around maximum floor areas and percentage of floor space allocated to ancillary retail uses. This building block may be appropriate adjacent to residential uses provided that an appropriate transition of uses and heights is considered.

General Employment Areas

Policies

The policies in subsection 1 below should be used when considering the application of an Employment building block in a Local Area Plan, as well as during the applicable application stage.

1. Development within an area defined as an Employment building block should meet the following aims:

a. Plan for employment uses in a way that contributes to strategic revitalization, good urban form, community vitality, and a well designed public realm.

b. Provide appropriate transitions from residential and other sensitive uses that may be adjacent or in close proximity.

c. Restrict new large-format free-standing commercial uses, including retail, car dealerships and other land intensive (but not employee intensive) uses, unless otherwise identified through the Local Area Plan.

d. Accommodate a transit stop where appropriate and enhanced transit waiting areas and amenities, where possible.

e. Consider through the Local Area Plan if floor plate size and ceiling height requirements are needed to accomodate specfic use or built form related to desired industries and businesses.

C. Employment – Industrial Flex

Employment – Industrial Flex provides opportunities to mix industrial work space and living space in an industrial setting. Industrial development and redevelopment in this building block is limited to low-impact, light industrial uses that can demonstrate that they have a low impact on adjacent uses. Residential and support commercial uses may be integrated within, above, or adjacent to a low-impact industrial use, and should be designed in a manner that reinforces the low-impact industrial character of the area.

This building block may be appropriate as a transition between industrial and residential uses provided that it is contextually sensitive in height and form, and uses are compatible while minimizing any nuisance activities. **Bylaw 82P2018**

Employment – Industrial Flex Areas

Policies

The policies in subsection 1 below should be used when considering the application of an Employment building block in a Local Area Plan, as well as during the applicable application stage.

a. The area should be characterized primarily by low impact, light industrial uses, and allows for residential units and support commercial uses.

b. Industrial uses should be fully-enclosed within a building with no outside storage of materials or products.

c. Industrial uses should minimize as much as possible dust, noise, odour, smoke, heat, high illumination levels or waste for industrial uses that are disruptive to other non-industrial adjacent uses.

d. Building design should be pedestrian-oriented with at-grade units that encourage a consistent pattern of at-grade, street-facing entrances.

e. Streetscape design should ensure safe and convenient pedestrian and cyclist connections while maintaining delivery access and goods movement for industrial uses. The local area plan may define priority streets for active modes.

f. The local area plan should define the minimum requirement of at-grade industrial uses on a block within the local area plan to ensure the industrial character of the area is maintained.

g. Large format commercial, auto-oriented uses, and other uses that might be considered noxious or disruptive to adjacent uses are not appropriate.

Bylaw 82P2018

3.2 Future Comprehensive Plan Area

The Future Comprehensive Plan Area identifies parcels that do not require the application of a building block because their redevelopment is not anticipated in the short or medium term. They are parcels typically over 1.0 hectare (2.5 acres), of single ownership, where redevelopment is too far into the future to determine their land use when the Local Area Plan is being created. Further planning will be required at the time of redevelopment to establish the vision for these parcels. Higher levels of intensity and height may be considered for buildings or portions of buildings which may include corporate or institutional campuses, and may allow for large-scale uses.

Applications on these sites should include a comprehensive plan submission that details the land use and development pattern for the entire site. Buildings will be comprehensively designed and integrated with heights, setbacks, and other elements determined in the comprehensive plan submission.

Amendments to Local Area Plans may be considered should an application for a large assembly of land occur in an area, which would be appropriate, and benefit from the application of a Future Comprehensive Plan Area.

At the time of redevelopment, applications should include a comprehensive plan that meets and indicates the following requirements:

a. Shadow plan for the development of the entire site (if the application is being phased).
b. Phasing of development, if anticipated.
c. Transition to adjacent areas.
d. Public realm enhancements.
e. External and internal mobility connections (e.g., streets, sidewalks, cycle paths, transit).
f. Street network layout and the palette of street types.
g. Green infrastructure qualities such as landscaping, stormwater management and low-impact development (LID).
h. Building mass and orientation (e.g., density or FAR, building heights, placement).
i. Identification of proposed or current transit service.
j. Potential or anticipated subdivisions.

4.0 Urban Design

Great buildings, streets and public places are essential to achieving active, accessible and vibrant neighbourhood areas. Together, these elements support an attractive, diverse and safe public realm. They promote an active and vital street life and resilience in communities.

> **"Cities are made up of collections of great buildings and memorable spaces within and/or between the buildings where people live, work, play and visit. It is this collection – the built environment and its architecture and public spaces – that influences each individual's image of the city"**
>
> — MDP Vol. 1, Section 2.4.1

Policies in this section accommodate a variety of building forms and establish a general policy framework for site, building and streetscape design in Developed Areas. These policies are intended to promote an urban form that reinforces a community's distinctive place in the city and strengthens its physical fabric and character. The policies are intended to be used and further refined through the Local Area Plan to accommodate the unique local needs of the community. They should also be used during the application stage.

Development should include well designed and high quality buildings that frame adjacent streets and open spaces and accommodate a wide variety of public amenities and services. Figure 4-1: Design Elements identifies 12 urban design elements that are organized into four areas – site design, building design, streetscape character and public realm, and parking and vehicular access.

Development and redevelopment should respect and build from the successful established patterns and traditions of a community's block and street patterns, building massing, articulation and architectural character, balanced with a forward-looking approach that incorporates high quality architecture based in current best design practice.

Figure 4-1 I Character and Urban Form Elements and Urban Design Objectives

Site Design

1. Buildings oriented to the street to create a safe, comfortable pedestrian environment.
2. Landscaped stepbacks and elevation changes for residential units.

Building Design

3. Setbacks and building separation minimizing wind, sunlight and privacy impacts. Amenity spaces for building occupants.
4. Neighbourhood scaled setbacks and transitions, appropriate to the context of an individual neighbhourhood.
5. Street wall height proportionate to the street width.
6. Continuity of streetwall to frame the street and use of texture, materials, façade articulation and setbacks.
7. Well-designed, prominent building entrances and building corners.
8. Active uses with tall ground floor heights, transparent façades and frequent entrances at-grade on key frontages.

Streetscape Character and Public Realm

9. Wide sidewalks with trees, lighting and street furniture.
10. Public realm that supports program spaces for markets, festivals and other activities

Parking and Vehicular Access

11. Rear site and building access; limiting vehicular interruption to sidewalk.
12. On-street parking to support mix of uses.

"Promote site and building design that contributes to high quality living environments and attractive, walkable, diverse neighbourhoods and communities."

— MDP Vol. 1, Section 2.4.2

4.1. Site Design

Site design determines the siting, form and scale of new development and its relationship to the streets, public environment and open spaces and the overall neighbourhood and city context. This section outlines a set of general site design policies that applies to any parcel located in the Developed Areas.

4.1.1 Urban Structure – Complete Communities

Policies

a. Create or reinforce a compact urban development pattern with pedestrian scaled blocks and building frontages that spatially define public streets and open spaces and encourage walkability and transit use.

b. Design sites to connect and define neighbourhoods, edges, paths, centres and streets of activity.

c. Encourage buildings that are connected and integrated with adjacent open spaces and other landscaped, or private and public amenity areas.

A mix of quality buildings of varying forms and heights supports attractive and vibrant urban areas.

4.1.2 Density and Mix of Uses

Policies

a. Support variations of land uses, building types and forms and organize new development to complement the public realm and desired neighbourhood character and intensity.

b. Support transit-supportive density development at a variety of scales in Activity Centres and Main Streets to accommodate growth and change while recognizing traditional patterns where appropriate.

c. Encourage design and development that provides continuity with development patterns in low-scaled residential areas outside of Activity Centres and Main Streets, while accommodating additional housing opportunities (e.g., town houses, row houses, accessory units).

4.1.3 Transition Areas

a. Determine the appropriateness of new development sites or areas through the Local Area Plan. This may include defining a transition area, where consideration would be given to the interface between its adjacent community context of scale, intensity and character and the needed types of transition and desirable interface conditions, in particular to the following:

i. Low density residential development;

ii. Existing development of different or incompatible uses;

iii. Public open space or a publicly accessible private space;

iv. A heritage building or a character area; and

v. A Light Rail Transit station or train line.

Figure 4-2 I Building Design

A well-defined street wall helps to establish a more human scale in the massing and design of buildings. It creates a sense of enclosure where buildings frame the sidewalk and the street and results in greater pedestrian comfort.

4.2 Building Design

To create great streets for pedestrians, particular attention should be given to how buildings are integrated with the public sidewalk and how building design can improve the experience for pedestrians at street level. New buildings should achieve a harmonious relationship to their surrounding building character through building height, massing, setback, stepbacks, and vehicular access and loading.

4.2.1 Building Height and Massing

Policies

a. Provide variation in building scale and massing to create architectural interest, reduce building bulk and avoid long expanses of blank walls.

b. Provide a building break for longer façades to mitigate building massing and length and enhance neighbourhood connectivity.

c. Allow varied building heights and forms throughout LRT station areas that support a diverse neighbourhood, allowing a transition to taller building forms with higher densities and greater emphasis on pedestrian oriention near a station.

d. Design the massing and articulation of wide and tall buildings, including orientation of perimeter block and mid-rise buildings to reduce the impacts of wind at ground level and to optimize sunlight access on adjacent properties, streets and public open spaces.

Figure 4-3 I Building Frontage and Interface

Small commercial units create a comfortable and pleasing pedestrian environment. Residential dwellings facing well designed streets and spaces support an attractive, safe public realm.

e. Determine appropriate building envelopes through a Local Area Plan. The building envelope elements include:

   i. Maximum building heights;

   ii. Build-to-lines and building setback conditions at grade;

   iii. Stepbacks of the building facade at various heights above grade depending on existing neighbourhood context; and

   iv. Site coverage.

f. Ensure that a building is not visually dominating when viewed from the street, neighbouring sites, public open spaces and from distant locations, except for any corner site or landmark building location identified in the Local Area Plan with higher height limit.

4.2.2 Street Wall

Street wall heights are determined with consideration to the desired building form and public realm objectives for the area, and in proportion to the width of streets. Street walls height and definition requirements may vary depending on the neighbourhood context.

Policies

a. Design and locate buildings to define the street and frame street views, and where desirable, reinforce and augment the existing street pattern.

b. Orient the base of the building to the street and design it in proportion to the width of the road, ranging from 1:1 to 1:2 (street wall: street right-of-way), as deemed appropriate through the Local Area Plan.

c. Encourage buildings that front onto streets, parks, and public plazas to create a sense of enclosure and visual surveillance in the public realm.

4.2.3 Building Character

Policies

a. Incorporate upper storey stepbacks, where appropriate, to enhance the pedestrian and public scale of the building at grade.

b. Minimize direct views into residential units.

c. Locate, design or orient private outdoor amenity spaces in a way that increases privacy and reduces overlooking by ensuring sightlines from public spaces are limited or obscured.

d. Improve privacy in high density areas by maximizing courtyard sizes and tower separation.

4.2.4 Building Frontage and Interface

The scale and design of building frontages at the street can support an engaging and pedestrian oriented street life. Building frontages should be designed to generate activity, provide natural surveillance, create a sense of rhythm along the street and provide an interesting and comfortable environment for pedestrians.

Activity Centre and Main Street Frontages

Policies

a. Orient buildings to the street with frequent entries, transparent glazing, and minimal setbacks to create a safe and comfortable pedestrian environment.

b. Create a rhythm of narrower frontages to increase visual interest for pedestrians where retail is required and to avoid long street walls with only single access points.

c. Encourage active and ground-oriented uses at grade, such as retail uses that wrap the building edge along the lane or flanking street. Consider residential or live-work units along rear lanes where appropriate.

d. Improve the interface between non-residential and residential uses in areas where commercial or employment uses are adjacent to residential parcels.

e. Encourage walls facing streets, parks and walkways to be designed with details and materials similar to street facing façades.

Residential Frontages

Policies

f. Encourage ground-floor residential dwellings facing a street to have individual entrances oriented towards the street. Horizontal setbacks may be appropriate to ensure adequate security and privacy.

g. Consider providing design features and spaces such as raised terraces, porches, steps, alcoves, forecourts or landscaping to provide a transition from the public street and sidewalk to at-grade residences.

h. Distinguish public and semi-public spaces from private spaces through design elements such as changes in paving or grading, raised planters or other landscaping features.

Open Space Frontages

Policies

i. Design buildings abutting open space with active ground floor uses that integrate and animate the open space and that are accessible and well integrated with the sidewalk or public pathway.

j. Design buildings facing open space to provide natural surveillance for these areas (e.g., openings or façades with transparent glazing, building entrances or balconies).

k. Support and enhance the vitality of existing and new open spaces in urban areas through appropriately designated adjacent land uses, e.g. commercial uses on ground floors, residential uses above.

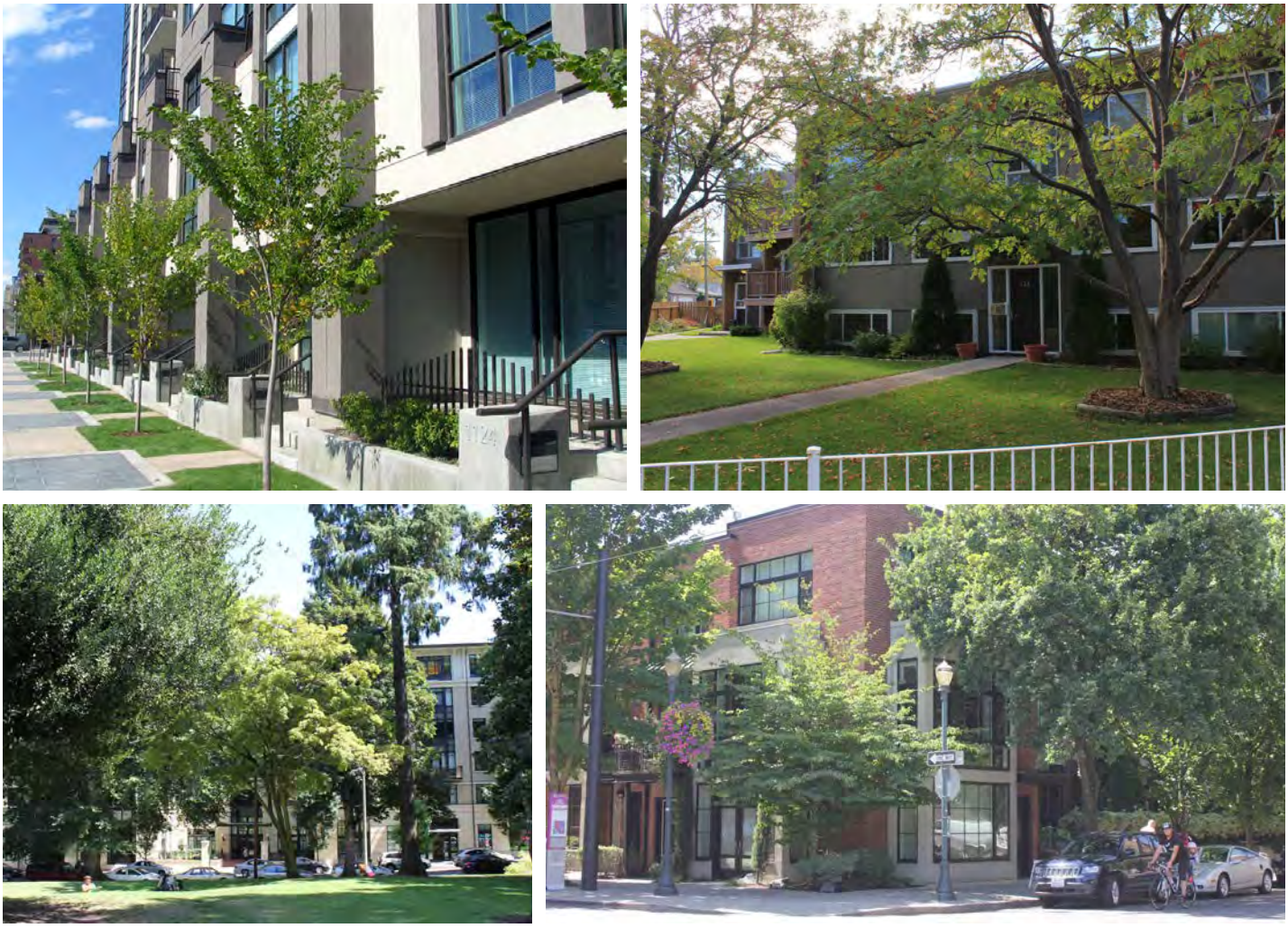


Figure 4-4 | Building Character and Interface

Generally, mixed-use and multi-residential buildings are encouraged to have their primary frontages, entrances and lobbies on primary pedestrian streets, or facing parks or open spaces to encourage safety, help provide "eyes on the street" or park and to create a lively public realm.

4.2.5 Materials, Detailing and Entries

Policies

a. Encourage high quality, durable exterior building materials and vary architectural materials to enhance and articulate street frontages.

b. Encourage commercial and multi-residential buildings to provide weather protection such as canopies, and awnings along street frontages.

c. Design the primary entrances and prominent corners of mid-rise and higher intensity buildings to be architecturally distinct, emphasize a pedestrian scale and be clearly articulated on the street facing building facade.

d. Distinguish commercial entrances from residential entrances (e.g., by elevating the residential entry, change in materials, integrated signage).

e. Encourage building entrances and accesses to face the street where transit service is provided.

f. Locate pedestrian entries to parking structures to be convenient and easy to find.

Figure 4-5 I Public Realm

Public art activates public spaces. Canopies and street trees provide weather protection. Trees landscaping and public seating make pedestrian streets comfortable and attractive.

4.3 Streetscape Character and Public Realm

Streets should be attractive, safe and active, and be comfortable for pedestrians. Streetscape character deals with all the elements of the street and public realm, including public sidewalks, transit and bike facilities, street furniture, trees, public art, landscaping and lane interface design. When considering programs for streetscape character and public realm, Local Area Plans should identify how these items will be addressed, including funding mechanisms, timing and other requirements. The following policies help to define this public realm.

"Enhance the public realm and promote pedestrian use through the coherent and collaborative design of streets, building interfaces and public spaces."

— MDP Vol. 1, Section 2.4.3

Policies

a. Consider public realm streetscape treatments, where appropriate in the community, including expanded sidewalks, landscape features, signage, and public art to engage the pedestrian and activate the public realm.

b. Identify priority locations for street furniture, particularly public seating, including around transit stops, major building entries, high activity pedestrian streets, and public plazas, through a public realm master plan at the time of Local Area Plan creation or amendment.

c. Provide accessible sidewalks, high quality bicycle access, and frequent street connections and crossings in Activity Centres and Main Streets.

d. Consider the design of the public realm to incorporate amenities that support spaces for programmed events and neighbourhood activities, including markets and festivals.

e. Incorporate weather protection into streetscape design such as the use of canopies, shelters, and street trees.

f. Incorporate local historical interpretive elements, including those for indigenous populations and other cultural groups, through plaques, public art, concrete etchings or other textural effects.

g. Encourage private development to include public art as an amenity to enhance the open space and architecture and to engage people.

h. Encourage increasing street tree planting to make the street more attractive, provide shade, reduce greenhouse gases.

i. Integrate easy to maintain street trees maximizing opportunities to enhance tree coverage.

j. Integrate all season landscaping with the site and its architecture by including a mixture of plant materials, tree types (potentially including edible landscaping) to increase biodiversity and provide learning opportunities, where possible.

Figure 4-6 I Parking

Examples of shared and integrated parking facilities and clearly distinguished parking entrances.

4.4 Parking and Vehicular Access

Regulating the location and design of parking helps to ensure that streets remain safe and accessible to residents, businesses, and visitors. Ensuring the right amount of parking is also critical to the success of businesses and a neighbourhood, but also to ensure a balance between different modes of transportation.

Policies

a. Provide vehicular access to new developments via a lane. Where lane access is not feasible, choose a location for street access that minimizes conflict between vehicles and non-motorists, is the least visually dominant and offers opportunity for shared driveway use.

b. When it is unavoidable to locate driveways and garage doors in building frontages, ensure consideration is given to their incorporation into the building and landscaping design (e.g., recessing behind the main building line, breaking up of massing proportions).

c. Encourage on-street parking to support a mix of uses and improve the public realm throughout transit station areas, an Activity Centres and Main Streets.

d. Consider parking relaxations where parking can be shared between different uses requiring parking at different times of the day, as identified through a parking study.

e. Encourage enhanced public realm improvements such as sidewalks, street trees and other public amenities for workers and visitors, where parking relaxations have been considered.

f. Locate parking underground or to the rear of buildings in Community building blocks whenever possible to minimize the impact on streetscape and pedestrian path and continuity and to maximize ground level space for landscaping.

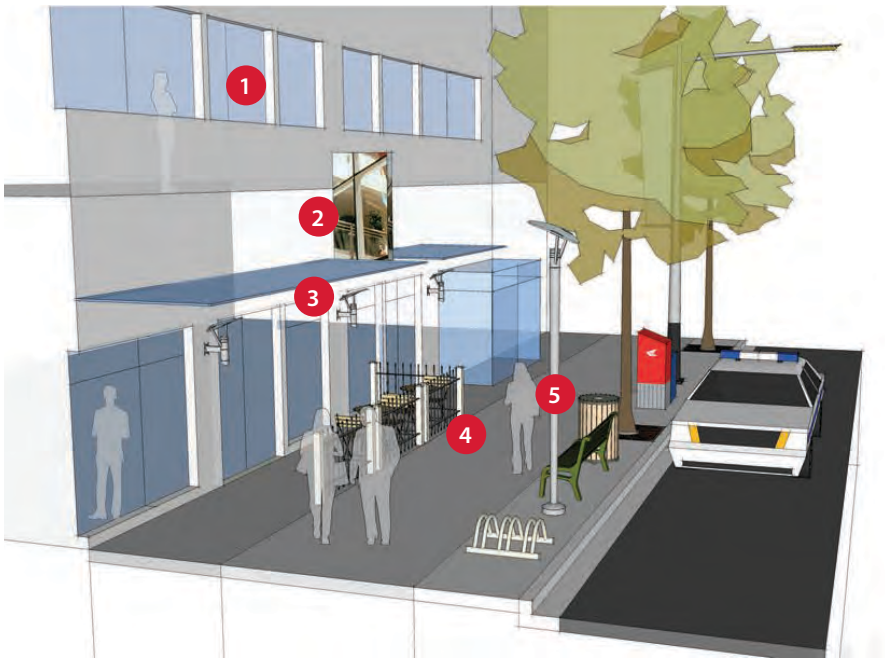
g. When accessed from a public street, design and situate underground parking entrances and garage doors to provide an appealing entrance from the public street.

h. Where underground parking is not feasible, design and locate surface parking to provide safe, convenient fully accessible sidewalk and pathway connections.

i. Consider including policies in Local Area Plans to discourage front driveways in low scale residential areas where front drives do not presently predominate and there is existing lane access to the parcels.

Figure 4-7 I CTPED Principles

1. Large windows at upper levels promote casual supervision of street.
2. Clear building signage.
3. Large windows at-grade promote surveillance from street.
4. Clearly defined private and public space.
5. Pedestrian-scaled lighting on street.



4.5 Crime Prevention through Environmental Design (CPTED)

Design that enhances the safety and security of walkways and public spaces should be a consideration in the design of buildings, open spaces, walkways or pathways, and parking areas. Fundamental CPTED principles include defining a boundary between public and private space, improving natural surveillance (by reducing blind spots and encouraging 'eyes on the street') and controlling access to private space.

Designing for safety is particularly important in transit areas where people are waiting, especially in the evening hours. By ensuring that the public realm, especially the transit waiting area, is well defined, active and well lit with clear sight lines, the built environment will discourage unwanted activity and increase perceptions of safety and security.

Policies

New development should incorporate CPTED principles. A CPTED assessment may be requested at the application stage. In particular, the following factors should be considered in the evaluation of applications:

i. Clear distinction between the public and semi-private realms;

ii. Clear sight lines along public pathways and in public spaces;

iii. Opportunities for natural surveillance of lanes, sidewalks, streets, and other public spaces;

iv. Provision of adequate security lighting of pedestrian and cycling routes, vehicle parking areas, and other public spaces;

v. Ensuring that landscaping does not compromise security by preventing clear views from streets to pathways, open space or car parking areas; and

vi. Encouraging buildings to be oriented to transit service to improve safety.

4.6 Universal Design

Universal design ensures that built environments can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, or ability. Creating a more inclusive built environment that is accessible, usable, convenient and a pleasure to use, benefits all people.

4.6.1 Public Realm and Site Design for Accessibility

Development sites and the public realm should be designed in a manner that is accessible to different levels of mobility and visual, hearing and cognitive abilities. This is achieved through the implementation of Universal Design and Barrier-Free principles. Local Area Plans should consider how these enhancements are funded, whether publically or through negotiations at the application stage.

Policies

a. Require pedestrian sidewalks within the public realm to be wide and free and clear of obstructions.

b. Ensure surface transitions in pedestrian sidewalks are as seamless as possible.

c. Construct building entrances with highly legible access points and provide seamless, at-grade access where possible.

d. Integrate double curb ramps at corners into the overall design of the public realm, where appropriate.

e. Consider the following special design features:

   i. Cross-walk and curb cut designs that improve mobility and provide cues to the visually impaired;

   ii. Audible pedestrian signals at pedestrian intersections;

   iii. Provision of rest areas through the appropriate placement of street benches; and

   iv. Appropriate placement of utilities and utility designs that do not impede accessibility.

f. Where feasible, improve universal and barrier free access to parks and community and recreational facilities.

4.6.2 Accessible Housing and Building Design

The inclusion of people with varying abilities is an integral part of a complete community. This includes providing suitable housing and designing buildings to accommodate a range of accessibility needs.

Policies

a. Encourage grade level, zero-step entrances to residential houses to enhance accessibility and visitability.

b. Work with communities, agencies, organizations and the development industry to provide incentives for the development of barrier-free and adaptable units.

c. Require civic and civic partnership developments to comply with The City's Access Design Standards.

d. Encourage private developments to explore opportunities to enhance accessibility beyond the Alberta Building Code requirements, including consulting the Access Design standards, which can be applied as a guideline document to private developments.

Figure 4-8 I Heritage - Complementary Design

The harmonious relationship of a new building to its context can be achieved with contemporary expression provided that the existing context, proportions, forms, and scales are respected and appropriate materials are used.

4.7 Heritage Resources

Heritage resources are defining characteristics of communities and should be retained or protected while balancing the need for redevelopment. New development within the context of heritage resources should respect the existing heritage character of a community to balance both new and historic forms of development (Figure 4-8).

The City of Calgary recognizes that there are resources other than buildings, including archaeological and culturally significant areas. Direction and policies regarding those areas are contained in, or guided by, other City-approved documents (Appendix 2).

Policies

These policies are intended to be used and further refined through the local area plan and land use amendments.

a. Encourage the conservation of heritage buildings, including the incorporation of heritage buildings within new developments, to align with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

b. Acknowledge that the heritage value and heritage resources of an area include, but are not limited to, properties currently listed on Calgary's Inventory of Evaluated Historic Resources (Inventory).

c. Encourage growth and change that is sensitive to the heritage resources and heritage character of an area and that will enhance those resources or character.

d. Encourage the adaptive re-use of heritage resources in order to retain and conserve those resources, and where appropriate, support land-use re-designations that enable this.

e. Discourage land use changes that would reduce the viability of retaining heritage resources.

f. Ensure that when densities are increased in areas or on sites with heritage resources, that measures are introduced to mitigate or offset any potential negative consequences to heritage resource retention.

g. Create incentives and tools to retain and conserve heritage resources, including, but not limited to:

   i. The voluntary transfer of unused development rights (heritage density transfer) from designated Municipal Historic Resources to development (receiver) sites;

   ii. The establishment of a community investment fund that can be used for heritage conservation purposes, especially community-specific restoration grant programs.

Policies

Developments should adhere to the following policies:

h. Ensure new development is contextual with adjacent heritage buildings and the existing heritage character of the block through the use of setbacks, massing, street wall height and landscaping.

i. Discourage new development from creating a false sense of heritage character by copying or mimicking the design of heritage buildings in the area.

j. Encourage contemporary interpretations of traditional design, detail and materials in new development adjacent to heritage resources. New developments that do not provide contemporary interpretations of traditional design, but demonstrate exceptional architectural merit, in the opinion of the Approving Authority, with highly original and innovative design, and high-quality materials should be considered on a case-by-case basis.

k. Ensure that interpretative or commemorative features are incorporated with new development, and photo documentation obtained if a property on the heritage inventory is being demolished or redeveloped.

l. Support Land Use Bylaw relaxations that increase the viability of retention, conservation, or adaptive re-use of a heritage resource including, but not limited to:

   i. Parking stall requirements for properties listed on the inventory;

   ii. Secondary and backyard suites for properties with buildings designated a Municipal Historic Resource;

   iii. Parcel coverage and setbacks.

Bylaw 82P2018

5.0 Community Amenities and Facilities

Community amenities and facilities provide care, culture, education, recreation and protection to the community. The private sector, public sector, non-profit agencies, charities and partnerships can all play a role in the ownership and operation of community facilities and services. They should be located in areas close to transit services, open space and areas where a consistent pedestrian orientation and a regular pattern of pedestrian, cycling and vehicular connections exist or will be built.

5.1 Community Services and Facilities

The various needs of communities can best be served by locating community facilities in appropriate locations. Community services and facilities are encouraged throughout the Developed Areas. These policies should be further refined through the Local Area Plan to help ensure specific local needs are met.

Policies

a. Determine the requirements for additional or modified community services and facilities based on existing conditions, demographics and projected population through a Local Area Plan.

b. Design community facilities as multi-purpose with a wide range of uses that respond to diverse needs and provide opportunities for buildings to be flexible and converted to other uses in the future.

c. Encourage the co-location of community facilities on-site or in buildings with other desired uses.

d. Locate and design public and civic buildings to reinforce the open space network and create space for community gathering.

e. Locate community facilities to allow for access by all users, whether by walking, biking, driving or using public transit.

f. Co-locate and integrate emergency response stations within a multi-use facility or development, where feasible.

g. Ensure community services and facilities include renewable and low-carbon energy approaches.

5.1.1 Community Association Sites

Community associations require a degree of flexible and programmable local space, depending on the needs of the community.

Policies

a. Encourage access to a community association site for each community.

b. Encourage the inclusion of alternative forms of community spaces, such as service organizations, indoor recreation facilities and social organizations, in communities where space for a dedicated community association site is not available.

c. Support space for alternative forms of food sales such as a farmers' market or Community Supported Agriculture pick-up and community gardens, where appropriate, for local food production, and other programmable and flexible green spaces.

5.1.2 Care Facilities

A broad range of specialized accommodation and care needs should be provided as needed throughout the neighbourhood in a form that fits with the local context.

Policies

a. Anticipate the needs of an aging population and integrate care facilities in a manner that facilitates social inclusion and convenient access to services and amenities.

b. Support different types of care facilities throughout neighbourhoods, evaluated on a site-by-site basis and well integrated into the neighbourhood.

c. Accommodate child care needs in each community to ensure convenient access to care and programs.

d. Locate facilities along streets with direct sidewalk access and in proximity to green space, pathways, parks, and other natural amenities, where possible.

5.1.3 Cultural and Educational Facilities

Cultural and educational facilities, including places of worship and community support facilities, are an integral part of complete communities.

Policies

a. Allow for the development of places of worship and other cultural and educational facilities, such as libraries, museums and art facilities, where they can serve as community focal points, and ensure that their location is contextually appropriate.

b. Encourage schools and institutional uses to explore innovative ways to locate in denser mixed-use neighbourhoods, including integration with other uses as part of a comprehensive mixed-use development.

Figure 5-1 I Community Amenities and Facilities

"Creating and sustaining healthy communities requires promoting active living through the provision of a wide range of accessible recreational programs, services, facilities and amenities. Many types of recreation are provided to serve all age groups and interests. The need for new types of parks may be more critical in some areas of the city due to denser development patterns."

— MDP Vol. 1, Section 2.3.4

5.1.4 Recreation Facilities

To meet the objectives of the MDP, the Developed Areas should be serviced by recreation facilities and associated support amenities. These amenities include aquatics, fitness, and social and other cultural gatherings, known as optimized recreation facilities.

Policies

a. Provide recreation facilities as important amenities in strategic locations to facilitate connections among residents for community building, programs, and services. Requirements for recreation facilities will be determined through a Local Area Plan.

b. Design optimized recreation facilities to reinforce the public realm by orienting their frontages to the street and locating parking behind buildings or in structured parking.

6.0 Parks and Open Spaces

The open space network within each community should promote, conserve and enhance an interconnected ecological and recreation system. The network is composed of parks, schools, public plazas, natural areas and other open spaces.

"Parks and open spaces are special places within the urban environment. These spaces enrich the fabric of our city and provide a unifying framework across neighbourhoods and communities, a means of orientation and special places for gathering, relaxing or active recreation".

— MDP Vol. 1, Section 2.3.4

These amenities support a variety of active and passive pursuits and provide valuable spaces for social interaction and community participation. Opportunities to enhance the streets and sidewalks as extensions to an accessible and inclusive open space network are encouraged.

6.1 Parks and Open Spaces

Calgary is a city recognized for its vast network of open spaces, consisting of parks, natural corridors, pathways and trail systems that serve many functions. Together, these promote overall community health and quality of life for all Calgarians.

These policies are intended to be used when writing a Local Area Plan. They should be further refined through the Local Area Plan to help ensure specific local needs are met.

Policies

A High-Quality, Connected Public Park and Open Space System

a. Improve the quality and diversity of existing parks and open spaces and encourage better utilization of available park resources within the community.

b. Enhance connections between community destinations points, and to major open spaces and employment areas via regional pathways, sidewalks and pathways.

c. Explore opportunities to improve walking connections between arterial streets and nearby parks through shared spaces and streetscape improvements.

Figure 6-1 I Open Spaces Frontage

> **"Plan land uses adjacent to public parks that are supportive and enhance the vitality of both existing and new open spaces."**
>
> — MDP Vol. 1, Section 2.3.4.j

Context and Design

d. Design public parks, playgrounds and open spaces in a manner that is accessible for all people, and contributes to the overall open space network, reinforcing pedestrian connections, complementing adjacent land uses and providing for year-round use.

e. Design parks and public plazas to be safe and active and reinforce the urban character of the community. Factors that should be considered in the design of the parks and open spaces to achieve this policy may include:

   i. Opportunities for natural surveillance through adequate lighting and active street fronts;

   ii. Opportunities for maximum sunlight access;

   iii. Clear and legible public access, either through signage or through inviting design elements;

   iv. Pedestrian and bicycle linkages incorporated within and through the parks;

   v. Pedestrian-friendly connections from the parks to neighbouring areas in order to increase accessibility;

   vi. Features to support all season-use;

   vii. Park edges framed with vertical landscape elements and buildings animated with active uses at grade where appropriate; and

   viii. Universal accessibility according to the Access Design Standards.

Plazas

f. Support opportunities to create larger urban plaza spaces, formal in nature and scaled in proportion to the street and block pattern. The design and programming of these plazas should be based on the intended uses and character of the adjacent blocks.

Parks Expansion and Redesign

g. Ensure that an appropriate amount of open space, proportionate with the needs of the community, is maintained, where it already exists.

h. Explore opportunities to expand or improve existing parks where there are higher current or proposed population densities and gaps in recreation services. Higher quality park design with greater functionality is encouraged.

i. Explore opportunities where appropriate, for acquiring, restoring and expanding open space, river bank and regional systems, natural habitat and biodiversity.

j. Consider road or lane closures where there is an opportunity to reconfigure, enlarge or improve the functionality of an existing open space.

Multi-Functional Spaces

k. Provide for a variety of experiences including opportunities for active recreation, passive enjoyment and community gathering.

l. Ensure parks spaces support a variety of functions and will consider the following where appropriate, when designing or redesigning park spaces. These may include:

    i. Varied recreational and sporting use, including sports fields, athletic parks

    ii. Informal passive space, natural landscapes and formal areas

    iii. Community gardens, orchards and farmers' markets

    iv. Educational opportunities

    v. Urban forest and habitat

    vi. Community programming

    vii. Playgrounds

    viii. Cultural uses (stages, performance area, art and sculpture studio and areas)

These opportunities should reflect the recreational and social needs and preferences of the local, regional and city-wide community.

Figure 6-2 I Parks and Open Space Network

The regional pathway system provides opportunities for active or passive recreation over a large area and to link major features within the open space network. Pathways are an integral element of the city's open space network, as they facilitate alternative transportation modes and connections between natural areas and other destinations.

Riverfront Areas

m. Design public plazas, seating and landscape features along the riverbank in a manner sensitive to, and respectful of, the existing natural habitat.

n. Retain wherever possible existing natural riparian areas along the river and, as the opportunity arises, consider restoration of self-sustaining natural areas along the river.

Regional Pathways

o. Design and integrate the regional pathway network as a comprehensive park and pathway system. Where the regional pathway cannot be located within or integrated with a park or natural feature, it may be located within a road right-of-way in the form of a multi-use, regional pathway or designated bikeway separated from vehicle traffic.

p. Ensure the regional pathway network connects to the on-street bikeway network, where possible.

q. Design pathways to buffer and minimize damage to environmental open space lands acquired by The City.

7.0 Mobility

The mobility system should encourage sustainable modes of transportation and provide a highly-connected network of paths, streets and transit routes. Local Area Plans should reflect best practices in integrating land use and transportation planning, with development and public spaces designed to balance all modes.

"Bringing jobs, housing services and amenities closer together encourages non-automobile modes of travel, providing more choice to Calgarians..."

— MDP Vol. 1, Section 2.5.1

The policies in this section are intended to be used when writing a Local Area Plan. They should be further refined through the Local Area Plan to help ensure specific local needs are met.

7.1 Pedestrian Circulation

Regional and local pedestrian routes should provide direct and convenient circulation within and through all communities.

Policies

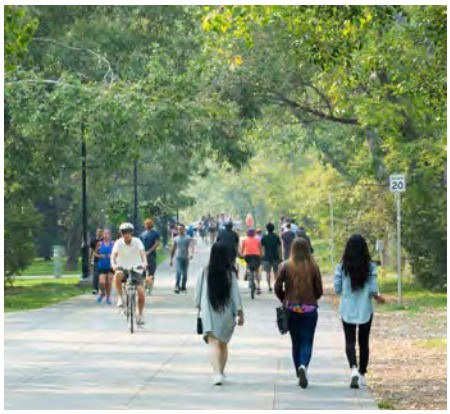
a. Provide safe, comfortable, convenient and efficient pedestrian access and conditions from public sidewalks and transit stops to building entrances and exits.

b. Provide direct pedestrian connections and multiple routes throughout communities and areas (e.g., sidewalks, pathways, on-site connections, and access to transit).

c. Consider a way-finding system, incorporating features to ensure accessibility by people of varying abilities, to provide pedestrians with information about connections to destinations and the surrounding areas.

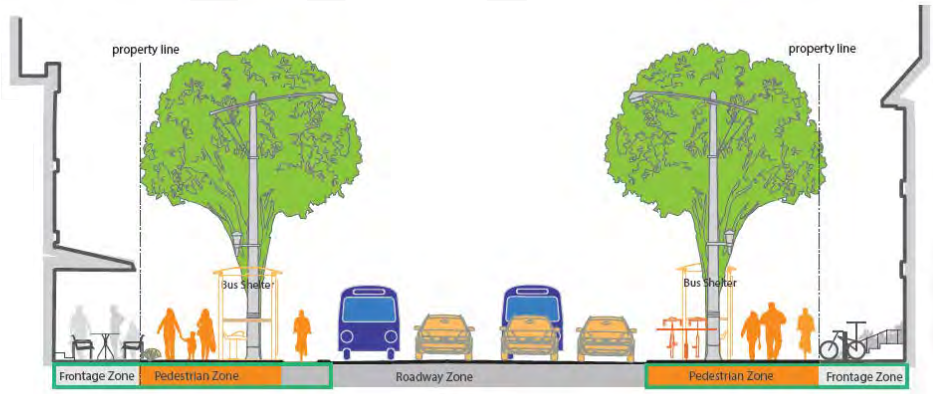
d. When right-of-way space is limited and minimum sidewalk widths cannot be achieved, consideration should be given to public improvement projects, curb extensions, easement agreements, and other tools. to provide more space for the installation of a wider sidewalk.

e. Through the Local Area Plan, determine the requirements for the design of streetscape (see Figure 7-1: Streetscape Zones) in order to accommodate elements based on identified travel mode priorities (e.g., public sidewalks, transit facilities, bicycle facilities, furniture, street trees, signage, lighting, public art and utilities) on streets of high pedestrian activity and with multi-modal opportunities.



Regional and local pedestrian routes provide convenient connections.

Figure 7-1 | Streetscape Zones



Calgary has a well established cycling network

7.2 Cyclist Circulation

Regional and local bicycle routes should provide direct and convenient circulation and options for connections. Applications building on existing community infrastructure should evaluate and consider linkages that enhance the existing network.

Policies

a. Identify and consider integration of bicycle routes and facilities to support the city-wide cycling strategy and the regional cycling network.

b. Provide continuity for on and off-street bicycle routes.

c. Integrate bicycle priority queues in intersection design, where appropriate. Build cycling facilities in high-use locations, or when building an important new employment, retail, cultural, or other community destination.

d. Provide bicycle parking facilities for year-round use and integrate them into the overall architecture of the building design or streetscape.

e. Encourage bicycle share program parking stations in key locations for transit hubs and stations, Main Streets, and entrances to parks and open spaces.

"Provide a safe, accessible, customer focused public transit service that is capable of becoming the preferred mobility choice of Calgarians."

— MDP Vol. 1, Section 2.5.2

7.3 Transit Network

Transit service should provide direct and convenient connections, with developments accommodating direct pedestrian access to transit stops.

Policies

a. Ensure the community is designed to enable direct, convenient transit service and routes to serve destination points and housing areas.

b. Provide adequate space for comfortable and safe passenger waiting areas (e.g., benches, shelters and landscaping), which should be integrated into the design of new developments.

c. Provide safe, direct and unobstructed routes for all users, including those with mobility challenges, to connect from transit zones to the pedestrian and bikeway network.

d. Incorporate redevelopment of sites into the existing transit service network.

e. Allow for the convenient and direct transfer of passengers between buses and Light Rail Transit and/or Bus Rapid Transit stations to other forms of public transportation.

Lane reversal can reduce congestion on busy streets. Innovative traffic calming strategies are used to accommodate cycling and walking for special events

7.4 Road and Street Network

The road and street network should link areas and be functional, safe and efficient for all modes of travel. The street network within each Local Area Plan shall accommodate walking, cycling and the efficient provision of public transit.

Policies

a. Design any new streets or lanes to improve connectivity and promote walking, cycling, transit and a sense of place.

b. Encourage short block lengths, particularly near a Primary Transit Network (PTN), Light Rail Transit and/or Bus Rapid Transit stop or station.

c. Consider traffic calming devices (e.g., curb extensions, roundabouts and raised crosswalks), and buffers (e.g., landscaping, on street parking) that improve pedestrian and cyclist safety and encourage slower traffic.

d. Design new streets and pedestrian routes for large redevelopment parcels (e.g., greater than 1.0 hectare or 2.5 acres), to ensure integration with the surrounding block pattern, reinforcing the mobility network.

e. Evaluate and consider adding missing or improving substandard transportation network connections when the benefits will contribute to improved function and connectivity of the larger community.

f. Establish pedestrian and bicycle connections in all Local Area Plans, including details about how those routes connect to station areas and surrounding communities.

g. Maximize street connectivity for emergency vehicles to provide protection and prompt response.

h. Plan for emergency access and egress for buildings and parking.

i. Encourage integration of pervious areas into boulevards, traffic calming features and parking lots.

8.0 Infrastructure and Environment

The policies in this section reflect the dynamic and unique nature of redevelopment, and take into account the changing climate and energy landscape, and encourage environmental stewardship.

8.1 Water and Sanitary Servicing

These policies are intended to be used and further refined through the Local Area Plan. Development will be assessed to ensure that water and sanitary sewer needs can be met. When considering densities for communities, Local Area Plans should consider infrastructure capacity to ensure communities over time, can achieve build out.

Policies

a. Support land use concepts that align with existing water and sanitary infrastructure, and planned water and sanitary studies, for the subject site or redevelopment area.

b. Identify any off-site water distribution mains and or sanitary collection trunks required to be upsized and installed to provide municipal water and sanitary servicing to a redevelopment site or area.

8.2 Stormwater Management

The stormwater management system should be designed to adequately and efficiently service redevelopment and adopt Low-Impact Development (LID) strategies where appropriate.

Policies

a. Support land use concepts that align with existing stormwater infrastructure, and planned stormwater management studies, for the subject site or redevelopment area.

b. Encourage minimized stormwater runoff from the subject site or redevelopment area by implementing a range of stormwater Best Management Practices (BMPs) and Low Impact Development (LID) practices, where possible.

8.3 Energy and Environmental Impacts

Ensuring environmental impacts are minimized by development is a critical part of sustainability. The following initiatives at both the building and neighbourhood scale will assist in meeting Calgary's greenhouse gas reduction objectives, contribute to economic development, and ensure citizens and businesses are resilient to future climate change.

Innovative design concepts contribute to sustainability.

8.3.1 Building and Site Sustainability

Building and neighbourhood design as well as the design of streets and open spaces should contribute to overall city sustainability.

Policies

a. Incorporate strategies to achieve sustainable neighbourhood and building practices as deemed appropriate through the Local Area Plan process. The following design concepts, development practices and technologies are examples of strategies that may be used to achieve this policy:

   i. Use of renewable energy sources;

   ii. Use of innovative wastewater technologies;

   iii. Stormwater quantity management;

   iv. Water collection, filtering and reuse;

   v. Provision of water efficient landscaping;

   vi. Provision of recycling facilities in buildings;

   vii. Maximizing day lighting and views; and

   viii. Construction waste management – recycle to divert material from landfill sites.

b. Developments are encouraged to incorporate green building features that:

   i. Reduce energy;

   ii. Reduce water consumption;

   iii. Reduce greenhouse gas emissions; and

   iv. Support alternative modes of transportation.

8.3.2 Renewable Energy

Deployment of renewable and low-carbon energy strategies at both the building and neighbourhood scale will assist in meeting Calgary's greenhouse gas reduction objectives. A variety of technology approaches are available including: solar (photovoltaic and thermal); geo-exchange; combined heat and power; waste heat recovery; micro-grids, energy storage; and district energy distribution.

Policies

a. Identify renewable and low-carbon energy opportunities available at the district or neighbourhood scale through the Local Area Plan.

b. Local Area plans should encourage feasibility assessments of neighbourhood or district scale renewable and low-carbon energy opportunities in order to determine their economic and greenhouse gas reduction potential.

c. Developments are encouraged to assess the feasibility of solar energy equipment on new buildings through consideration of environmental and economic benefit.

d. New development at scales larger than ground oriented residential are encouraged to assess the feasibility of environmental and economic benefit of technologies including geo-exchange and combined heat and power.

9.0 Interpretation and Implementation

This section provides information on policy interpretation, development approvals and the interpretation of this Guidebook and its relation to other policy documents.

It is acknowledged that the types of new development in Developed Areas can change significantly due to shifting markets and circumstances, and there may be emerging building forms that were not anticipated by this Guidebook.

9.1 Authority of the Plan

This Guidebook is a statutory policy document, adopted by City Council in accordance with Section 632 of the Municipal Government Act. This Guidebook sets comprehensive long-term policies to guide redevelopment for Developed Areas neighbourhoods. A Local Area Plan may also identify implementation actions that need to be undertaken in order to realize the policies provided within this guidebook. This Guidebook is also aligned with the policy direction of the Government of Alberta's South Saskatchewan Regional Plan.

9.1.1 Plan Application

The Developed Areas Guidebook is Volume 2, Part 3 of the MDP. It must be read in conjunction with the MDP, Volume 1, and is the policy foundation for a Local Area Plan in the Developed Areas.

9.1.2 Non-Statutory Components of the Plan

The Appendices attached to this Guidebook are to be used as supporting information only and do not form part of the statutory document.

9.1.3 Interpretation of the Map Boundaries

Unless otherwise specified in this Guidebook, the boundaries or locations of any symbols or areas shown on a map are intended to be conceptual only, not absolute, and will be interpreted as such. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined and confirmed by City Administration at the time of application.

9.1.4 Illustration and Photo Interpretation

All illustrations and photos are intended to illustrate concepts included in this Guidebook and are not an exact representation of any actual intended development. They are included solely as examples of what might occur after implementation of this Guidebook's policies and guidelines.

9.1.5 Policy Interpretation

This Guidebook uses language that is both general and specific. Where general direction is given, flexibility should be used in the interpretation of the policy. Where specific language is used, it is meant to give clear and unambiguous direction to both the Development Authority and the applicant.

Where an outcome statement or objective accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the policy. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

Policies that use the word "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of the Development Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Development Authority with regards to design and performance standards and should support the policy intent. Policies that use the words "shall"- "will"- "must" or "require" apply to all situations without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

9.1.6 Plan Limitations

Policies and guidelines in this Guidebook are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for land use amendment, subdivision or development permit.

9.1.7 Amendments to the Plan

The Guidebook should have the flexibility to support innovative ideas, respond to prevailing market conditions and reflect community aspirations. As a statutory document, any changes to the policies require an amendment to this Guidebook. Minor variances may be considered by Council or the Development Authority, without requiring an amendment to the Guidebook, provided that the intent of the policy is met. Major changes however, will require an amendment to this Guidebook and public hearing of Council.

Figure 9-1 | Continual Learning Loops and the Evolution of Policy

Through the monitoring and evaluation of policies at the Local Area Plan level, the continual evolution and implementation of policies will clarify the intent of the MDP, while providing clear strategies for on-the-ground success of complete communities.

9.2 Implementation of the Policies

9.2.1 Intention of this Guidebook

The Developed Areas Guidebook will link on-the-ground development back to the policies and objectives in Local Area Plans, Guidebooks and the MDP. This will provide an opportunity for learning and clarifying the best ways to achieve the development of complete neighbourhoods.

The objective of this Guidebook is to provide a continuous learning opportunity, with policies continuously feeding information through each other. This creates a methodology for establishing complete communities, through a clear linkage between the different policies in the planning hierarchy.

9.2.2 Relationship to the Municipal Development Plan

The Developed Areas Guidebook is Volume 2, Part 3 of the MDP. It is a statutory policy document that establishes a land use framework for great communities and provides consistent policy direction to guide development within Developed Areas. Provisions in this Guidebook are intended to implement the policy direction established in Volume 1 of the MDP.

9.2.3 Relationship to Local Area Plans

Policies within this Guidebook will apply to Developed Areas only where a Local Area Plan states that it applies. The Guidebook must be read in conjunction with the applicable Local Area Plan.

a. Relation to Municipal Development Plan: Volume 1

This Guidebook (Volume 2, Part 3 of the MDP) contains provisions that are intended to implement the policy direction established by Volume 1 of the MDP. If there is a conflict between the policies herein and the policies of Volume 1 of the MDP, Volume 1 takes precedence. Opportunity to amend Volume 1 to reflect lessons learned through the implementation process should be taken, as soon as possible, and preferably before built outcomes ensue.

b. Relation to Local Area Plans

The policies of this Guidebook establish policies to be applied in combination with Local Area Plans.

i. This Guidebook applies only when a Local Area Plan states that it does.

ii. A Local Area Plan may exempt itself from specific Guidebook provisions (and identify different standards) by describing the exemption in policy. Local Area Plans may outline a finer level of detailed policy than what is provided in the Guidebook, and the exemption would be maintained as this Guidebook is amended from time to time. In the event of any conflict between a Local Area Plan and this Guidebook, the Guidebook takes precedence. **Bylaw 82P2018**

c. Policy Interpretation

i. All policies and requirements of this part are deemed to be achieved only when they are to the satisfaction of the Development Authority.

ii. Where, at the end of a list of elements or criteria, a policy refers to other elements or opportunities, it is understood to be at the discretion of the Development Authority to determine the range of what is allowed.

iii. For Guidebook definitions, refer to the MDP: Volume 1, Part 6 – Glossary.

10.0 Appendices

Appendix 1

Building Blocks and Associated Land Use Districts

Table 3: Building Blocks and Associated Land Use Districts is meant to guide the application of land use depending on the category and building block of a site. Consideration could be given to land uses that do not correspond with a site's land use category given the specific site considerations at the time of application. Application of a different land use that does not correspond with this table may be considered without requiring an amendment to the Guidebook. Not all land use districts contained in the Land Use Bylaw are considered in this table. Those districts are still applicable; however, their application should be determined through a Local Area Plan or land use amendment, where appropriate.

Table 3 | Building Blocks and Associated Land Use Districts

Category Categories	Community			Neighbourhood			Employment		
Building Block	High Density	Centre	Mid-Rise	Mid Rise	Low Rise	Limited	Industrial	Intensive	Indusrial Flex
Intent of Building Block	These areas are lively places where the greatest concentration of activity will occur. These building blocks provide a high-quality living environment with transit, amenities and infrastructure capacity to support a range of uses.			These areas are primarily residential with supporting commercial uses. New development should respect and reinforce the essential elements of the established community structure and its character.			These areas propose a range of policies to help meet forecasted market demand, protect strategic industrial land, and allow for flexible space to meet the future needs of businesses.		
Core Land Use Bylaw District (appropriate in the building block for general use)	CR-20 CC-MHX CC-MH CC-COR CC-X CC-EMU CC-ET CC-EPR CC-EIR CC-ERR C-COR2 C-COR1 M-H2 M-H3	MU-1 MU-2 C-COR1 C-COR2 M-H1 M-H2 M-H3	MU-1 MU-2 C-COR1 M-X1 M-X2 M-H1	M-C2 M-H1 M-X2	M-CG M-C1 M-X1 R-CG	R-CG R-C1 R-C1s R-C1N R-C2 I-R M-CG	I-G I-E C-N1 C-N2 C-C1	C-COR2 C-COR3 C-O C-R1 C-R2 C-R3 C-C1 C-C2 I-C I-R I-B	DC
Districts appropriate in the building block for specific local use (e.g., civic service, commercial)	S-UN S-SPR S-CS S-R S-CRI S-URP	S-UN S-SPR S-CS S-R S-CRI S-CI S-URP	S-UN S-SPR S-CS S-R S-CRI S-CI S-URP	S-UN S-SPR S-CS S-R S-CI S-CRI C-N1 C-N2 C-C1 C-C2	S-UN S-SPR S-CS S-R S-CI S-CRI C-N1 C-N2 C-C1 C-C2	S-UN S-SPR S-CS S-R S-CI S-CRI C-N1 C-N2 C-C1	S-FUD S-TUC S-UN S-SPR S-CS S-CRI S-R S-CI S-URP I-H I-O	S-FUD S-TUC S-UN S-SPR S-CS S-CRI S-R S-CI S-URP	DC

Bylaw 82P2018

Appendix 2

Other Relevant City Policies

Sections in this Guidebook build on the policies and directions from the following City of Calgary source policy documents, as amended from time to time. Policies and standards relevant to a given site will be determined based on the specific context of the parcel at the time of application. Should these policies or plans be rescinded, they will cease to apply to the Developed Areas.

1. Land Use

- Access Design Standards
- Affordable Housing and Development Guidelines
- Alberta Building Code Standards on Adaptable Dwellings
- Calgary Arts Development Strategic Plan
- Calgary Heritage Strategy
- Child Care Service Policy and Development Guidelines
- Civic Arts Policy
- Cultural Plan
- Fair Calgary Policy
- Inner City Recreation Program Amenity and Market Assessment
- Planning Principles for the Location of Care Facilities and Shelters
- Public Art Master Plan
- Recreation Amenity Gap Analysis
- Recreation Facility Development and Enhancement Study
- Recreation Master Plan
- Seniors Age-Friendly Strategy
- 10 Year Sport Strategic Plan
- Triple Bottom Line Policy Framework
- Universal Design Handbook

2. Open Space

- Calgary Wetland Conservation Plan
- Calgary... A City of Trees: Parks Urban Forest
- Cultural Landscape Strategic Plan
- imagineParks: A Long-Term Vision of Calgary's Public Parks and Open Space
- Living a Creative Life – An Arts Development Strategy for Calgary
- Open Space Plan
- Our BiodiverCity: Calgary's 10-Year Biodiversity Strategic Plan
- Pathway and Bikeway Plan
- Riparian Strategy: Sustaining Healthy Rivers and Communities
- Urban Park Master Plan

3. Mobility

- Calgary Transportation Plan
- Centre City Mobility Plan
- Complete Streets Policy
- Cycling Strategy
- Downtown Underpass Urban Design Guidelines
- Inner City Transportation System Management Strategy
- Investing in Mobility: Transportation Infrastructure Investment Plan
- A Parking Policy Framework for Calgary
- Pedestrian Strategy
- RouteAhead
- Transit Friendly Design Guide
- Transit Oriented Development Policy Guidelines

4. Infrastructure and Environment

- Stormwater Management Design Manual
- Stormwater Management Strategy
- Stormwater Source Control Practices Handbook
- Total Loading Management Plan
- Water Efficiency Plan
- Watershed Water Management Plans
- Wind Energy Conversion System Policy

5. Regional

- South Saskatchewan Regional Plan

Appendix 3

Table 4 | Local Area Plan Template

Local Area Plan Considerations		
1. **Community Introduction and History**	Description and relationship of community to Calgary	• Vision and core ideas: how the plan supports complete communities; established core ideas to achieve goals and objectives of MDP
	Community profile	• Proposed housing diversity • Broader land use mix and intensity of redevelopment (mix of use/units)
2. **Community Context and Structure**	Requirements to build complete communities	
	Context	• Policy alignment • Changing elements
	Local opportunities and attributes: major components	• Neighbourhood character and structure • Historic patterns and heritage resources • Local infrastructure opportunities
	Geographic features	• Topography • Significant natural areas
	Constraints	• Flood protection • Airport Vicinity Protection Area (AVPA)
3. **Neighbourhood Structure, Built Form, Urban Design and Interface Conditions**	Neighbourhoods within the community	
	Interface characteristics and conditions	
	Building Blocks	
	Frontage types: active, residential and retail ready frontage areas	
	Placemaking, building character, design and transitions	
	Heritage conservation approach	
4. **Community Amenities and Facilities**	Existing and proposed amenities and facilities that define community and neighbourhoods	
5. **Parks and Open Spaces**	Parks and open space network	
6. **Mobility and Network**	Connectivity	
	Multi-modal (pedestrian and cyclist circulation, street and transit network)	
	Parking framework	
	Traffic calming	
7. **Sustainable Infrastructure, Environment and Health**	Health Impact Assessment	
	Sustainability features and infrastructure to support climate change resilience and renewable energy	
	CPTED	
	Universal Design opportunities	
8. **Strategic Public Works**		
9. **Implementation**		

Appendix 4

Figure 10-1 I Main Street Example: Application of Building Blocks

Neighbourhood Main Street – Established Area

Neighbourhood Main Streets are the hubs of commercial services, activity and transportation for surrounding neighbourhoods. They typically provide housing capacity for a significant portion of the population needed to support a neighbourhood commercial district (surrounding neighbourhoods provide the rest of this population base).

1 Wide Array of Residential Types

Variety of low to mid-scale multi-residential areas. Mix of housing types creates active, vibrant community.

2 Moderate Density

Redevelopment ("modest intensification") complementary to older housing stock in the form of low to moderate housing densities. Mid-rise and a finer mix of land uses along the main and some edge streets.

3 Lower Scale Residential

Includes single-dwelling and small scale multi-residential areas.

4 Pedestrian-Oriented

Human scale to the neighbourhood with linear streets, regular, smaller blocks and mostly alleys.

5 Mixed-Use

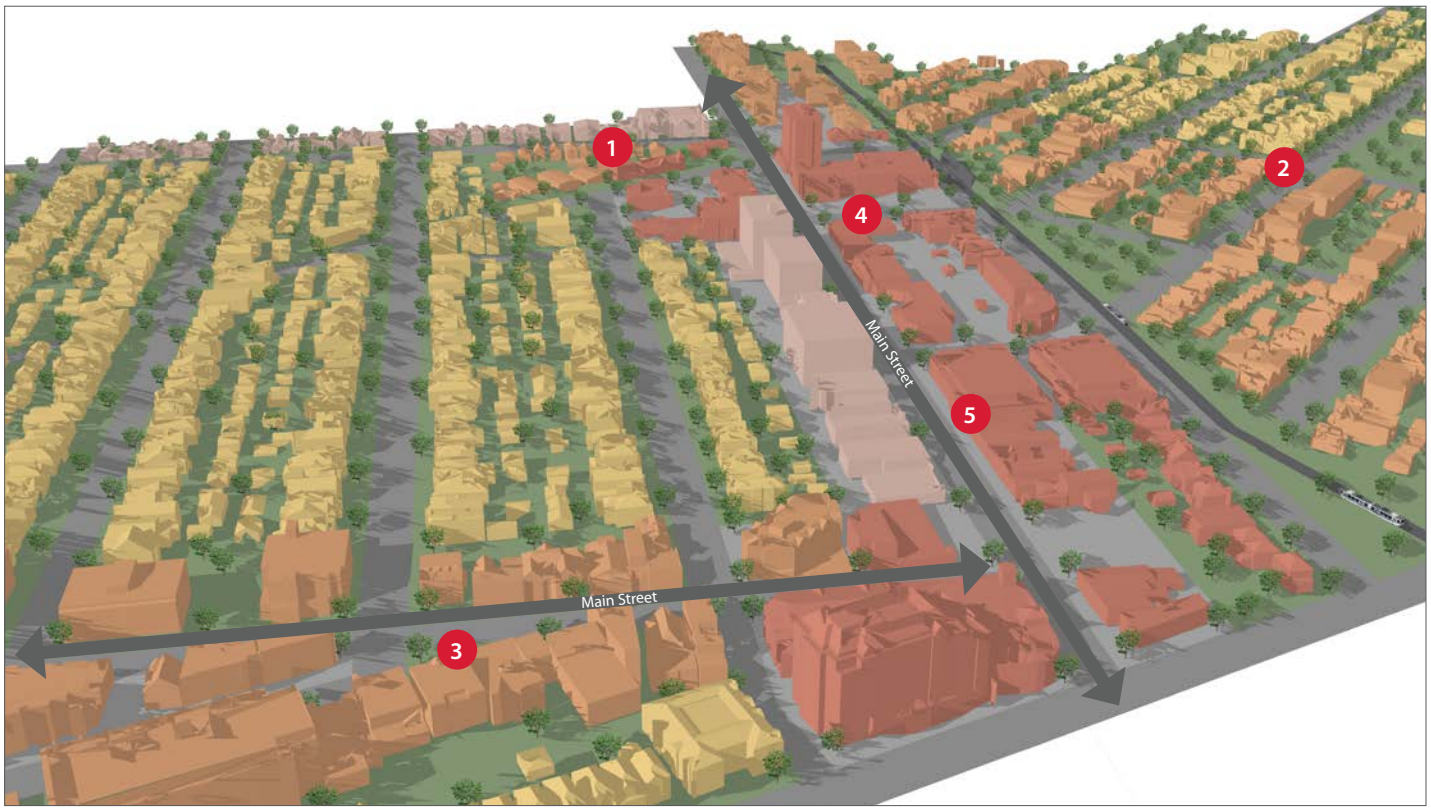
More dispersed mixed-use buildings at major intersections along Main Streets

6 Embedded Low-Scale Commercial

Neighbourhood serving commercial embedded into residential nature of area.

Appendix 4

Figure 10-2 I Transit Area Example: Application of Building Blocks



Transit Station Area – Inner City

Station areas have a mix of uses integrated with mid to higher density residential integrated with mixed-use commercial buildings on the Main Streets and within Activity Centres. They are supported by a well established population base in surrounding low-scale neighbourhoods and typically serve or are planned to serve as a destination for surrounding communities. They have a high level of pedestrian, bicycle activity and transit use.

1 Wide Array of Residential Types

Variety of low, mid to high density residential areas. Mix of housing types creates active, vibrant community.

2 Lower and Mid-Scale Residential

Includes single-dwelling and small scale multi-residential areas and infill redevelopment complimentary to older housing stock .

3 Pedestrian-Oriented

Human scale to the neighbourhood with linear streets, regular, smaller blocks and mostly alleys.

4 Higher Intensity Mixed-Use

Higher intensity mixed-use buildings in close proximity to station and/or at major intersections along Main Streets.

5 Pedestrian-Oriented and Active Frontage

Strong street and alley pattern and high quality public realm. Buildings front street with a finer mix of uses along Main Streets and vehicular parking located behind.