

CALGARY PLAN | CHAPTER 5

City Structure Areas

The City Structure map classifies land into six different types of areas, based on their role and intensity. The policies in this section help guide growth and change within each area. Further local area planning will add more definition to these areas (not within the Calgary Plan).

City Structure Areas matter because they:

- Encourage more efficient use of existing infrastructure
- Prioritize growth in areas that already have infrastructure and have characteristics to support more activity (e.g. located close to transit, higher intensity)
- Support a mix of different uses, like shops and restaurants, near transit and throughout all neighbourhoods
- Make it easier to choose transit as a viable option

What might this look like for Calgarians?

Walking to a corner store close to home to pick-up groceries.



Stopping at a restaurant near a station to meet with friends on the way home from work.



Having lunch options close to your job in an industrial warehouse.



We heard Calgarians care about...

Mixed use and walkability to have the services people need close to homes.

Impacts of redevelopment such as shadowing, on street parking and privacy.

Locating housing density around transit stations to provide more options and reduce the strain on car use.

Increasing green spaces, residential uses, and public plazas downtown.

Prioritizing walking routes, recreation activities, community services, amenities, and local shops and services in transitional areas between activity areas and neighbourhood areas.

Allowing a variety of uses in low-density parts of the city, including convenience stores, childcare services, schools or other small businesses.

Environments and services that support Calgarians of all ages and abilities to experience the benefits of social connections and community.



Primary transit network:

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

What's included in City Structure Areas?

The Calgary Plan combines existing direction for the *Municipal Development Plan* (MDP) and the *Calgary Transportation Plan* (CTP).

-  No/minimal new direction
-  Some new direction
-  All new direction

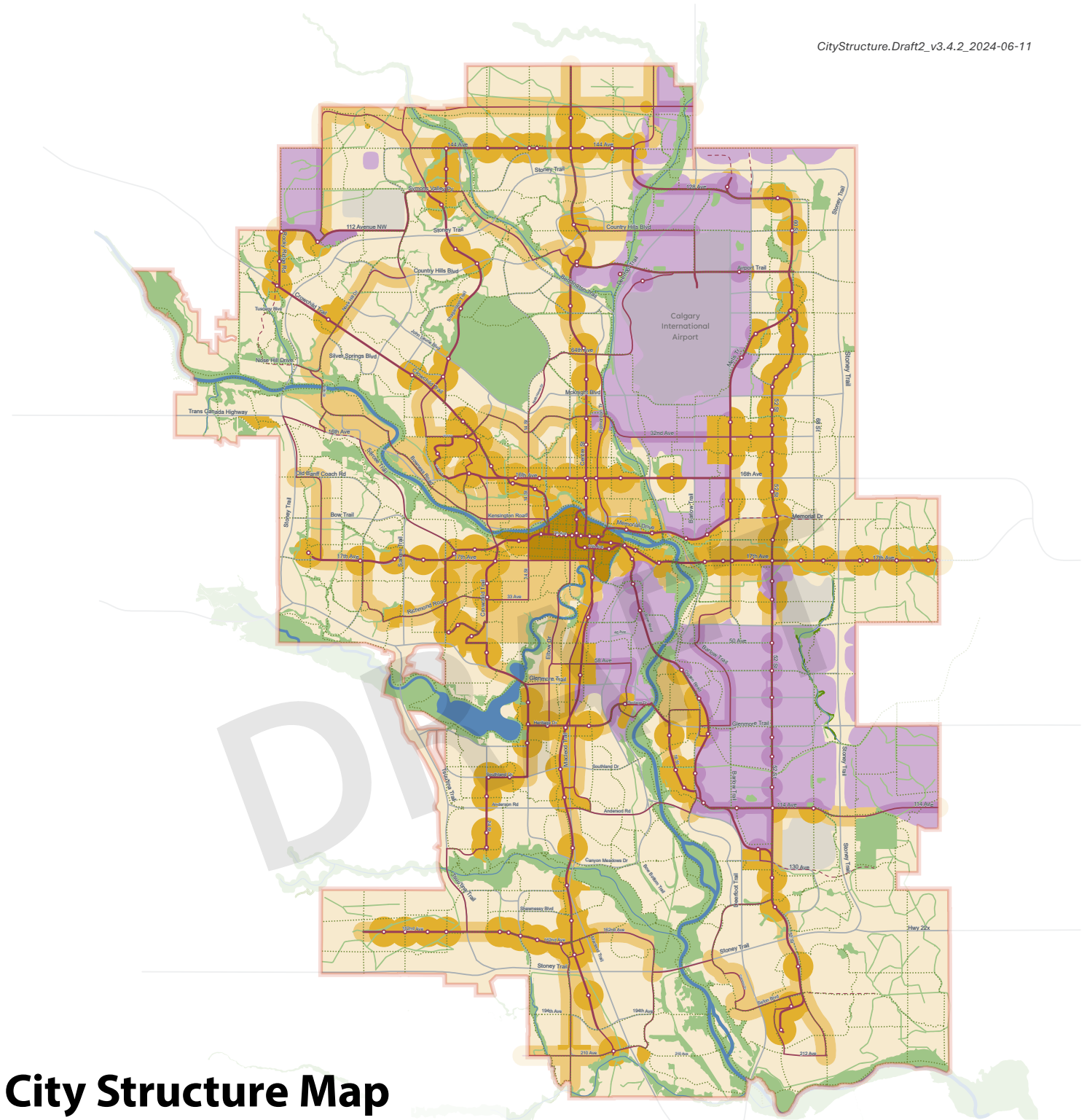
What are the direction highlights?	What's new to the Calgary Plan?
Neighbourhoods	
<p>Greater Downtown: Calgary's primary hub for commerce, employment, entertainment, culture, and urban living. It is evolving to be home to Calgary's highest density residential communities and is a central hub for transit and mobility. It includes the Central Business District, Beltline, East Village, Chinatown, Eau Clair and the West End. For this area, policies focus on improving mobility (particularly walking, wheeling and transit), increasing public spaces and supporting festivals and events. Direction is provided for different streets based on their role as high streets, transit streets, naturalized corridors or wheeling streets.</p>	<p> Greater Downtown remains the city's highest activity area, with a greater emphasis on residential uses, public safety, and vibrancy. The plan gives clear travel priorities for downtown streets overall, as well as specific directions for certain streets.</p> <p> The Greater Downtown now stretches farther west, covering the land between the rail line and the Bow River east of Crowchild Trail.</p>
<p>Neighbourhood – High Activity: Centres for citywide and local activity and contain a diverse range of building types, uses and scales. They are located within a short distance of a station on the primary transit network and are areas of concentrated growth. For these areas, policies focus on:</p> <ul style="list-style-type: none"> Achieving intensities greater than 150 people and jobs per hectare Allowing a broad range of uses and building scales Providing a comfortable walking and wheeling experience Connecting to rapid transit stations 	<p> These areas are based on the existing MDP ("Activity Centres" and "Main Streets") and represent the areas where the most density and diversity of uses is encouraged.</p> <p> These areas also include a 600-meter radius around rapid transit stations to align with existing direction to promote development around transit.</p> <p>The plan offers more flexibility compared to the existing MDP's Activity Centre and Main Street policy. They provide adaptable guidelines that can be refined during local planning processes.</p>
<p>Neighbourhood – Moderate Activity: Support moderate intensity and growth in a variety of scales due to their proximity to the primary transit network, services, or connected street pattern. For these areas, policies focus on:</p> <ul style="list-style-type: none"> Achieving intensities greater than 100 people and jobs per hectare Allowing a broad range of uses and building scales Providing a comfortable walking and wheeling experience connected to the primary transit network 	<p> These areas include "Inner City" areas from the existing MDP, as well as areas within a 400-meter radius of the primary transit network.</p>
<p>Neighbourhood – Light Activity: Include a variety of housing types at low to limited scales and a mix of uses that primarily support the everyday needs of residents in a walkable environment. For these areas, policies focus on:</p> <ul style="list-style-type: none"> Allowing a mixture of low and limited building scales Allowing concentrations of commercial uses Discouraging uses that attract significant activity from outside the local area 	<p> These are the remaining areas, located farther away from the primary transit network. This also includes areas labeled as "Established Areas" and "Greenfield with ASP" in the existing MDP, combining both developed and developing parts of the city under one type.</p>
Industrial	
<p>Industrial – Core: Major employment hubs that support a broad range of industrial activities with strong connections to the Goods Movement Network and efficient transit for employees. They are critical for Calgary's economic growth and are areas that enable a variety of sub-markets such as goods distribution and manufacturing and support innovation in these sectors. For these areas, policies focus on:</p> <ul style="list-style-type: none"> Protecting our industrial land base Discouraging non-industrial uses unless they support industrial functions Connecting to the primary goods movement network Protecting natural areas and providing open spaces Encouraging sustainable buildings and practices Supporting multiple travel options for people to get to work 	<p> The plan continues to prioritize the development of employee amenity space, climate resilient landscaping and identifies complementary uses to support industrial operations and employees.</p> <p> The plan now encourages continuity of industrial lands with neighbouring municipalities.</p>

What are the direction highlights?	What's new to the Calgary Plan?
<p>Industrial – Mixed: Located near the primary transit network. Industrial remains as the primary use while some limited non-industrial uses and developments may be included in strategic locations. Policies for these areas include:</p> <ul style="list-style-type: none"> • Limiting the conversion of industrial uses to non-industrial uses • Limiting residential to locations near adjacent Neighbourhood Areas and primary transit • Protecting industrial land near the goods movement network • Providing safe mobility choices (including walking) • Protecting natural areas • Guiding transitions to non-industrial areas • Encouraging sustainable buildings and practices 	<p> The Calgary Plan emphasizes the importance of maintaining industrial as the primary use by limiting non-industrial uses. Industrial Mixed areas are within 400m of Rapid Transit Stations and 200m of the Primary Transit Network.”</p>

How is this direction connected to other City Building plans?

The *Zoning Bylaw* and *Street Manual* are tools to implement the direction of the Calgary Plan through rules for new buildings and guidelines for street design.

<p>The Zoning Bylaw can include requirements for:</p> <p>Development: Aligning with existing patterns of development and consolidating types of zones for more efficient and useable zoning processes.</p> <p>Downtown: Allowing a mix of uses and guidance for density bonusing.</p> <p>Light Activity: Guiding local commercial uses such as home businesses, childcare and convenience store to support residents in Light Activity areas.</p> <p>Moderate/High Activity: Guiding height rules and requirements for at-grade uses in High Activity and Moderate Activity Neighbourhoods.</p>	<p>The Street Manual can include guidelines for:</p> <p>Mobility Priorities by Area: Implementing infrastructure to support the modes prioritized for each area.</p> <p>Street Design: Designing streetscapes that support various levels of activity and built form that relate to each area.</p> <p>Mobility Networks: Creating comfortable walking and wheeling routes, transit networks, and road and street networks that connect residential development to local amenities and services.</p>
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City Structure Map

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| Greater Downtown | Primary Wheeling Network |
| Neighbourhood – High Activity | Primary Transit Network – Rapid |
| Neighbourhood – Moderate Activity | Primary Transit Network – Regular Service |
| Neighbourhood – Light Activity | Primary Transit Network – Conceptual |
| Industrial – Mixed | Rapid Transit Station |
| Industrial – Core | Water |
| Ecological Network | |
| Landfills | |
| Roads | |

