

# Developed Areas Guidebook

Municipal Development Plan: Volume 2, Part 3

**DRAFT: For information**



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# Developed Areas Guidebook

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# Developed Areas Guidebook

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# 1 Introduction

## 1.1 Purpose

### **Building a sustainable, connected city of great neighbourhoods**

The Developed Areas Guidebook (Guidebook) enables development in established communities by providing policies that guide residential, commercial and employment growth while considering the local context, and provides solutions to common challenges in alignment with Municipal Development Plan goals.

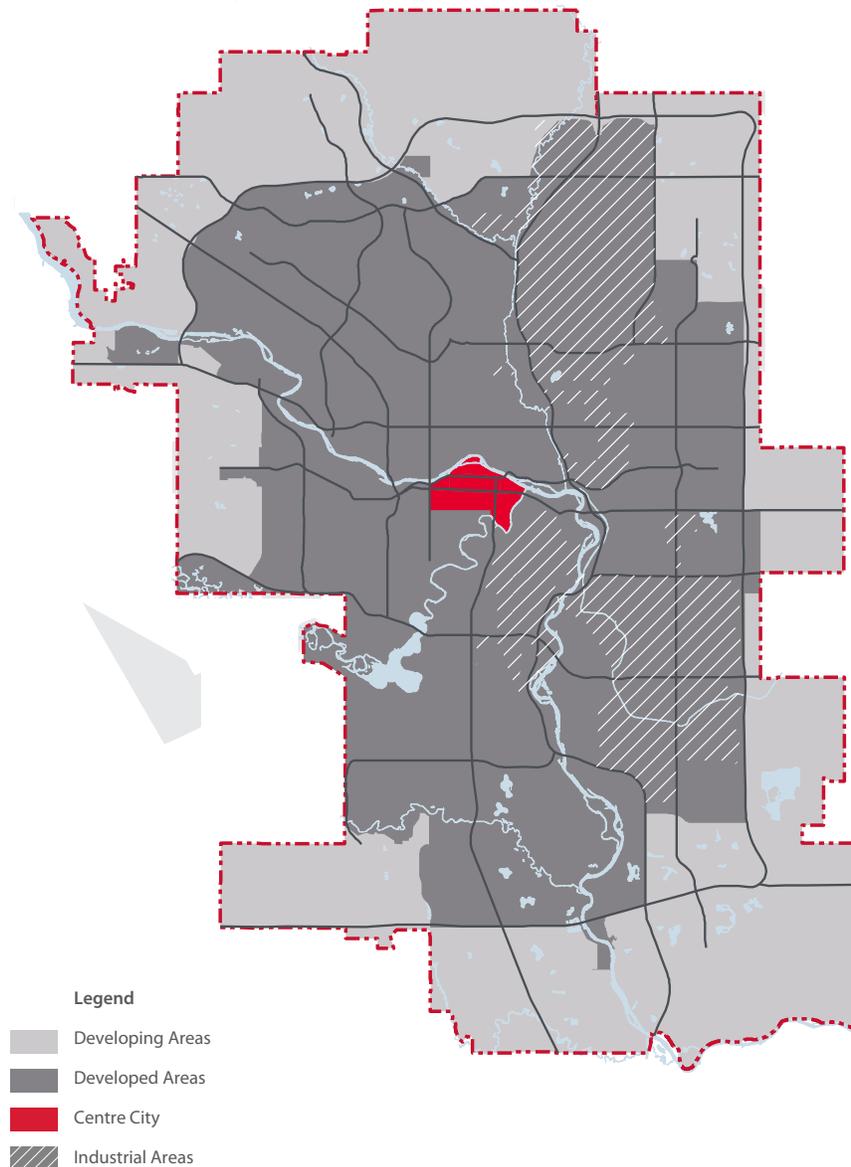
The Municipal Development Plan, Volume 1 and Calgary Transportation Plan provide direction for growth and change in Calgary over the next 60 years. The Developed Areas Guidebook builds on these policies, refining the strategic direction for growth in the Developed Areas and establishing policies that help to shape complete communities. Together, the 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).

This Guidebook:

- Translates the Municipal Development Plan, Volume 1 objectives into policy that is applied at the community level.
- 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.
- Provides general policies to shape more complete communities, meaning that communities have more choice in housing, transportation, retail, services, and community facilities that allow residents to live and have their daily needs met within their community, as well as the ability to remain in their community as housing needs change over time.
- Establishes a standard structure for local area plans, and provides policy direction in conjunction with the local area plan that is applicable to reviewing applications.

### Map 1 | The 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) as identified in Map 1: Urban Structure of the Municipal Development Plan, Volume 1. These neighbourhoods are primarily residential areas with supporting retail and employment uses. 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.



### 1.1.1 Core ideas

This Guidebook provides common tools and a common structure to ensure a consistent approach to development in Developed Areas by providing implementable policies and building blocks that apply across communities. The policies will guide change and growth in communities that reflects good planning practice, the interests and values of communities, and the goals and objectives of the Municipal Development Plan.

Local area plans provide policies that are unique and community-specific by identifying community values and vision. This will ensure that development is complementary to the existing community character and community aspirations. By providing effective and consistent policy tools in this Guidebook, local area plans can focus on the unique community values and vision, ensuring simplicity and effectiveness of the local area plan.

Figure 1-1 | 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.
- Provide 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 in established areas connected by transit.
- 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 diversity.
- 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 and individual health.
- Facilitate the development of healthy and active communities.



Figure 1-2 | 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 built forms and spaces that support public life and well-being, providing connections by foot, bike, transit and auto to jobs, shopping, learning, open space, recreation, and other amenities and services.

### 1.1.2 Complete communities

The vision of the Municipal Development Plan is to ensure sustainable growth by achieving more complete communities. Complete communities have more choice in housing and more affordable housing, the availability of transportation, retail, services and community facilities that allow residents to live and have their daily needs met within their community, and the ability to remain in their community as individual housing needs change over time. The principle of complete communities provides the overall direction for future local area plans in the Developed Areas (Figure 1-2).

To get to complete communities, this Guidebook contains policies that, over time, enable infill redevelopment and a diversity of housing forms, unit types, and sizes in residential areas, and higher density mixed-use areas in Activity Centres and Main Streets and transit station areas to provide the necessary number of people to support community shops, schools and amenities in all communities.

## **1.2 Policy framework**

### **1.2.1 Planning approach**

This Guidebook provides building blocks for different areas of a community that outline the form and character of development.

Section 2 of this Guidebook outlines three built form categories that include Community (mixed-use), Neighbourhood (predominantly residential), and Employment. These categories outline the purpose, intensity and characteristics of an area that are further organized into building blocks. These building blocks are to be used in the creation of a local area plan land use concept to determine appropriate types of development within a given area. The building blocks in the Guidebook each correspond with an urban structure typology identified in Municipal Development Plan Volume 1, and is shown in Section 2, Table 1, 2 and 3.

### **1.2.2 Application**

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.

The policies of this Guidebook are applied through reference in a local area plan that states it applies and are implemented through land use and development application processes and the Land Use Bylaw. Local area plans include Area Redevelopment Plans, Station Area Plans and Area Structure Plans (see Municipal Development Plan Section 1.4.4 for a full description of local area plans). Only areas with a local area plan that references this Guidebook, and states it applies, will be subject to its policies, and the Guidebook must be read together with the local area plan.

### **1.2.3 Local area plans**

This Guidebook must be used when writing a new plan or making major amendments to an existing local area plan for any area identified in Map 1: Location of Developed Areas.

The community framework of building blocks should be applied and customized at the local level through the creation of the local area plan. In some circumstances, the policies in this Guidebook will be expanded upon in the local plans when local context is needed to provide additional guidance. In most circumstances, this Guidebook provides the common policies and direction in a consistent manner that applies to most areas. Market analysis, physical site characteristics and public input additionally guide the creation of the local area plan.

### **1.2.4 Review and decision-making on land use and development applications**

Where a local area plan states that this Guidebook applies, this Guidebook must be used in conjunction with the Municipal Development Plan and the local area plan to guide a land use, development permit or new outline plan. The Guidebook provides common policies, and the local area plan provides community-specific policies that provide additional guidance.

## 2 Land use and built form

**The Developed Areas Guidebook** provides a framework of built form categories and building blocks that supports growth and redevelopment by enabling mixed-use development patterns and a range of housing forms and options. This framework provides guidance on uses, built forms, transitions between buildings and blocks, location criteria, and interaction with the streetscape and public space.

### 2.1 Built form categories and building blocks

This Guidebook identifies three built form categories desired in Developed Areas. Within these categories are nine building blocks that are used to outline the desired land use and built form of a community. The built form categories and building blocks provide certainty on the types of uses, built form, and a range of densities that can occur within each area. Not all building blocks need to be used in each community; rather, they should be used to outline the desired character of a community.

The selection and arrangement of the building blocks will establish patterns of development that achieve the following:

- a mix of uses, and density and intensity in appropriate locations
- a sufficient population base to support local commercial, amenities, services
- transition to existing, stable residential areas
- development that supports walking, cycling and transit

The built form categories and building blocks are associated with particular forms and building heights that are reflective 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, land use, development permit, or outline plan application.

Figure 2-1 and 2-2 demonstrate the range of building blocks that can be applied.

## 2.2 Building blocks

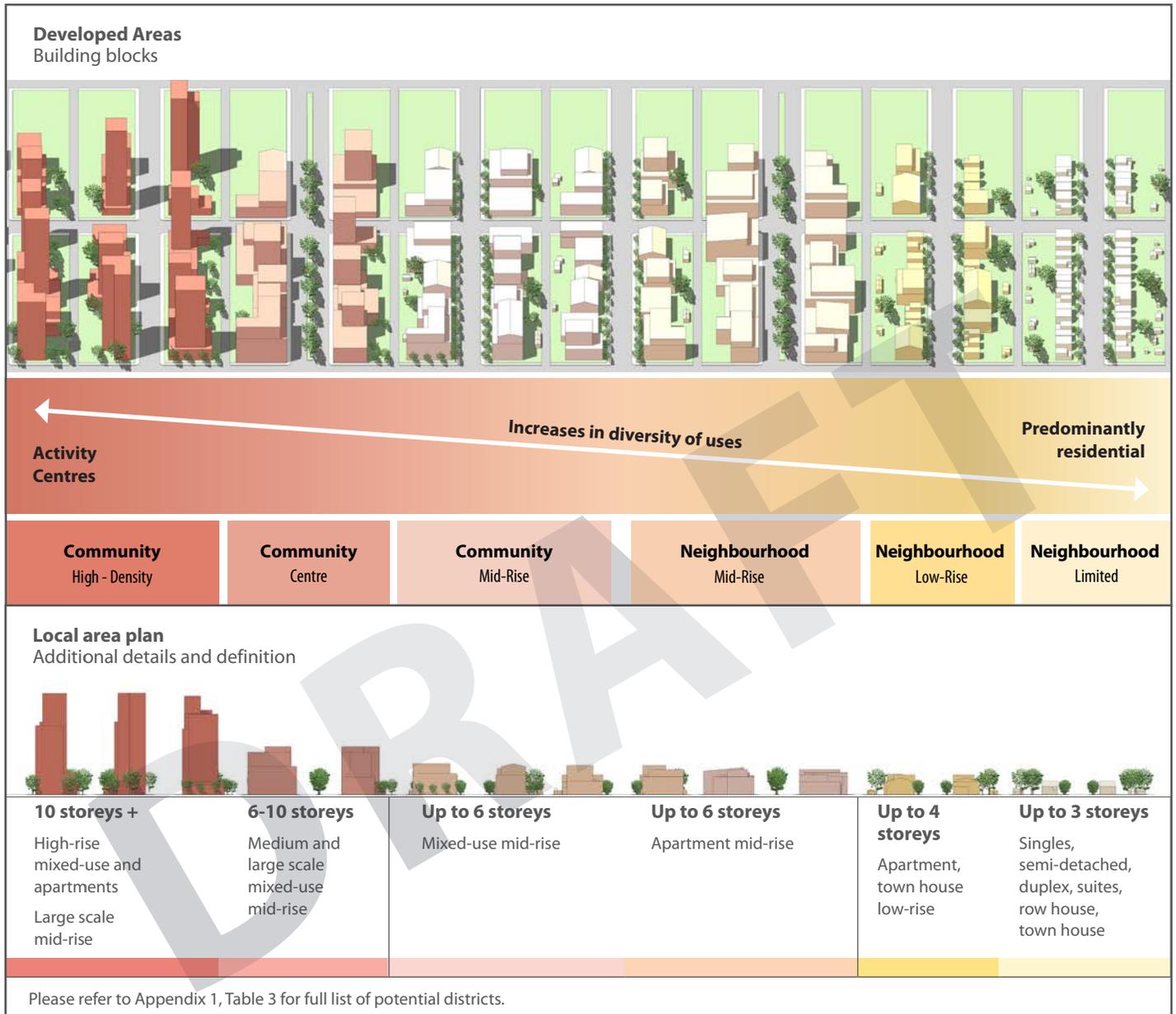
Locating the building blocks for a community takes into consideration a community's aspirations and The City's strategic growth objectives.

The building blocks provide flexibility as well as general guidance and assurances to communities about anticipated built form, scale and intensity of use. The local area plan may customize building heights within the building blocks to meet community vision and evolving market conditions. 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.

Figure 2-1 | Building blocks typical of Employment areas



Figure 2-2 | Building blocks typical of Community and Neighbourhood areas



Building blocks are selected to identify and reinforce an urban hierarchy within the community. The building blocks allow for continuity in how they are used from one community to another with smooth and consistent transitions between land use areas. Building blocks identify common attributes based on building types and forms, intensity, urban design and community vision.

In developing the built form categories and building blocks of the framework, the Developed Areas were examined for best planning policy practice and development goals that align with the Municipal Development Plan, Volume 1. Illustrations are provided in Figures 2-3 and 2-4 to demonstrate how the building blocks are applied to an established Main Street and Transit Station Area.

Figure 2-3 | Example of application of building blocks: Main Street



Figure 2-4 | Example of application of building blocks: Transit Station Area

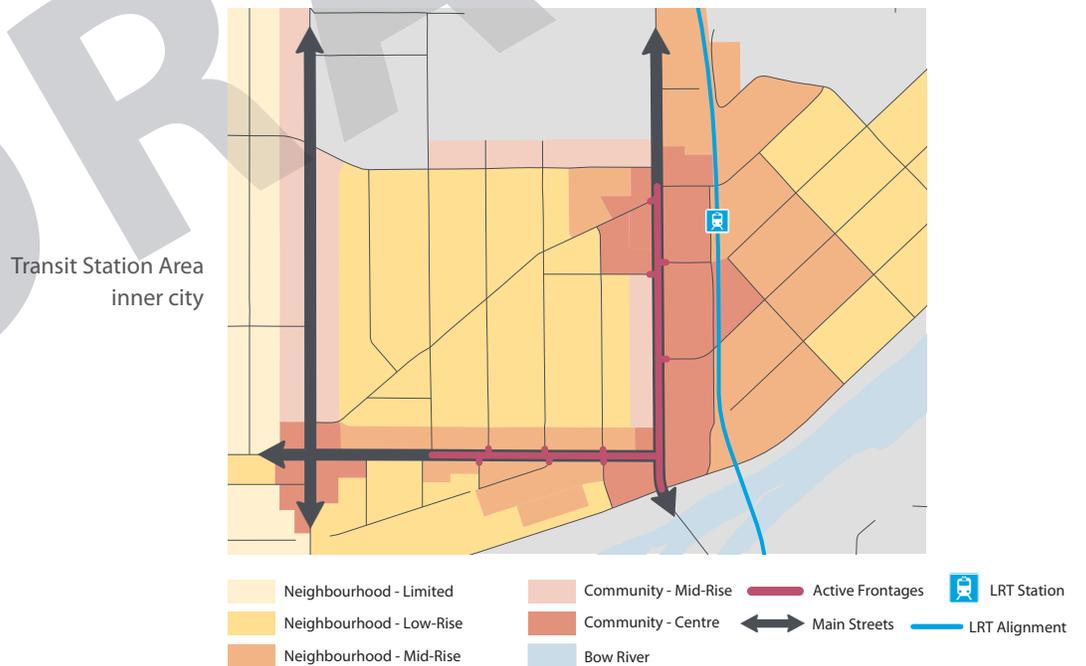


Figure 2-5 | Building blocks and Municipal Development Plan typologies

## Building blocks



Urban form

Residential infill

Neighbourhood and Community Activity Centres and Main Streets



### 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



Urban form

Residential infill

Neighbourhood and Community Activity Centres and Main Streets

Transit station area



Neighbourhood Main Streets

Community and Urban Activity Centres

Urban Main Streets and Major Activity Centres

Table 1 | Community categories

	Building block	Municipal Development Plan typology location	Built form, height (storeys), general uses	Purpose and characteristics
Community	Community High-Density	Major Activity Centre, Community Activity Centre	<ul style="list-style-type: none"> <li>• High-rise and large scale buildings</li> <li>• 10 storeys and higher</li> <li>• Mixed-use, multi-residential, commercial</li> </ul>	<p>Community areas are mixed-use and active areas with an urban streetscape. They provide for a wide range and combination of uses mixed vertically and horizontally. They support employment and population growth in locations and at intensities that will support pedestrian, cycling, and transit networks.</p>
	Community Centre	Major Activity Centre, Community Activity Centre, Urban Main Street, Developed residential areas	<ul style="list-style-type: none"> <li>• Medium and large scale buildings</li> <li>• 6-10 Storeys</li> <li>• Mixed-use, multi-residential, commercial</li> </ul>	<p><b>All community categories are characterized by:</b></p> <ul style="list-style-type: none"> <li>• Predominantly located in activity centres, main streets and transit areas with mixed-use building forms.</li> <li>• A wide range and combination of uses in vertical and horizontal mixes.</li> </ul>
	Community Mid-Rise	Neighbourhood activity centre, Community Activity Centre, Urban Main Street, Developed residential areas	<ul style="list-style-type: none"> <li>• Mid-rise and medium scale buildings</li> <li>• Up to 6 storeys</li> <li>• Mixed-use, multi-residential, commercial</li> </ul>	<ul style="list-style-type: none"> <li>• A streetscape with wider sidewalks, zero to a limited building setback, street trees, pedestrian scaled building street walls, integration of public space, and high commercial activity.</li> <li>• Employment and population growth in locations and at intensities that support pedestrian, cycling, and transit network.</li> </ul> <p><b>High-density building blocks are characterized by:</b></p> <ul style="list-style-type: none"> <li>• Highest intensity, with no maximum height or maximum number of storeys, unless indicated in the local area plan.</li> <li>• High concentration of non-residential uses, including institutional and employment uses.</li> </ul> <p><b>Centre building blocks are characterized by:</b></p> <ul style="list-style-type: none"> <li>• Higher concentration of non-residential uses than community mid-rise, including institutional and employment uses.</li> </ul> <p><b>Mid-rise building blocks are characterized by:</b></p> <ul style="list-style-type: none"> <li>• Concentration of retail, services, offices and residential.</li> </ul>

Table 2 | Neighbourhood categories

	Building block	Municipal Development Plan typology location	Built form, height (storeys), general uses	Purpose and characteristics
Neighbourhood	Neighbourhood Mid-Rise	Developed residential area, Community Activity Centre, Major Activity Centre, Neighbourhood Activity Centre, Main Street	<ul style="list-style-type: none"> <li>• Mid-rise buildings</li> <li>• 4 to 6 storeys</li> <li>• Multi-residential, secondary suite, limited small-scale mixed-use, limited commercial</li> </ul>	<p>Neighbourhood areas are predominantly residential with a residential streetscape, and may include small-scale, local commercial uses. They allow for intensification in a form that respects the scale and character of the community while meeting the needs of a diverse population.</p> <p><b>All neighbourhood categories are characterized by:</b></p>
	Neighbourhood Low-Rise	Developed residential area, Neighbourhood Activity Centre	<ul style="list-style-type: none"> <li>• Low-rise buildings</li> <li>• 3 to 4 storeys</li> <li>• Multi-residential, secondary suite, backyard suite, stacked townhouse, townhouse, rowhouse, live-work unit, semi-detached dwelling, and duplex, limited small-scale mixed use, limited commercial</li> </ul>	<ul style="list-style-type: none"> <li>• Predominantly located in residential areas with a mix of residential building forms.</li> <li>• May include small-scale local commercial uses in select locations, at-grade, with maximum floor areas.</li> <li>• A streetscape with sidewalks, wider setback areas, on-site landscaping and amenity spaces, connections from private space to the public sidewalk, and predominantly residential activity and limited commercial activity.</li> <li>• The inclusion of parks, schools, places of worship and small scale commercial to serve local residents.</li> </ul>
	Neighbourhood Limited	Developed residential area, Neighbourhood Activity Centre	<ul style="list-style-type: none"> <li>• Ground-oriented buildings</li> <li>• Up to 3 storeys</li> <li>• Single detached, semi-detached, duplex, secondary suite, rowhouse, townhouse, stacked townhouse</li> </ul>	<ul style="list-style-type: none"> <li>• Building forms that are sensitive to the adjacent planned built form and provide a transition between uses and building height.</li> </ul> <p><b>Mid-rise building blocks are characterized by:</b></p> <ul style="list-style-type: none"> <li>• A variety of mid-rise, multi-residential building forms with a mix of unit sizes, and entrances oriented to the street.</li> </ul> <p><b>Low-rise building blocks are characterized by:</b></p> <ul style="list-style-type: none"> <li>• A variety of low-rise residential building types, forms and unit sizes, and entrances oriented to the street.</li> <li>• More variety of building forms and types than Neighbourhood Limited.</li> </ul> <p><b>Limited building blocks are characterized by:</b></p> <ul style="list-style-type: none"> <li>• A variety of grade-oriented residential building types, forms and unit sizes.</li> </ul>

Table 3 | Employment categories

	Building block	Municipal Development Plan typology location	Built form, height (storeys), general uses	Purpose and characteristics
Employment	Employment Intensive	Industrial – Employee Intensive, Community Activity Centre	<ul style="list-style-type: none"> <li>Flexible and can range in intensity depending on needs</li> </ul>	<ul style="list-style-type: none"> <li>Employment areas propose a range of uses to support economic growth, meet market demand, protect strategic industrial land, and allow for flexible space to meet the future needs of businesses and entrepreneurs. Predominantly located in industrial areas and activity centres.</li> </ul> <p><b>All employment categories are characterized by:</b></p>
	Employment Industrial	Standard industrial	<ul style="list-style-type: none"> <li>Flexible and can range in intensity depending on needs</li> </ul>	<ul style="list-style-type: none"> <li>A wide range of non-residential uses that support jobs and the economy.</li> <li>Limited support commercial uses as defined in a local area plan.</li> <li>Employment areas propose a range of uses to support economic growth, meet market demand, protect strategic industrial land, and allow for flexible space to meet the future needs of businesses and entrepreneurs. Predominantly located in industrial areas and activity centres.</li> </ul> <p><b>All employment categories are characterized by:</b></p>
	Employment Industrial Flex	Industrial – Employee Intensive, Standard industrial, Major Activity Centre, Community Activity Centre	<ul style="list-style-type: none"> <li>Flexible and can range in intensity depending on needs</li> <li>Allows for multi-residential and dwelling units in a vertical and horizontal mix</li> </ul>	<ul style="list-style-type: none"> <li>A wide range of non-residential uses that support jobs and the economy.</li> <li>Limited support commercial uses as defined in a local area plan.</li> </ul> <p><b>Intensive building blocks are characterized by:</b></p> <ul style="list-style-type: none"> <li>Employment uses and intensities that are transit-supportive.</li> </ul> <p><b>Industrial building blocks are characterized by:</b></p> <ul style="list-style-type: none"> <li>The protection and retention of industrial uses with minimal redevelopment and conversion to non-industrial uses.</li> </ul> <p><b>Industrial flex building blocks are characterized by:</b></p> <ul style="list-style-type: none"> <li>Low impact, light industrial uses with opportunities for residential uses.</li> <li>Ancillary commercial uses allowed as defined in a local area plan.</li> <li>Transit-supportive employment uses.</li> </ul>

“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

## 2.2.1 Community category

Community areas have the highest opportunity for growth and change in Calgary. 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 mixed vertically within a building or horizontally across an area in multiple buildings within a community. These areas of high activity have transit, amenities and infrastructure capacity that support residential and employment uses, and intensification through a variety of building forms and heights. This category has a streetscape environment characterized by wider sidewalks, buildings set close to the sidewalk, street trees, pedestrian scaled street walls, integration of public space, and medium to high commercial and residential activity that will help generate daytime and evening activity.

Three building blocks define the different scales of development within the community category:

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

### Community – High-Density

Community – High-Density will be used for high intensity residential, non-residential and mixed use development with large-scale building forms in areas of high activity. It has the highest density and the greatest flexibility of the community building blocks to provide significant office, institutional, commercial and residential uses in a vertical and horizontal mix of uses. Built forms could have large floor areas to accommodate large scale mixed use development. Buildings are 10 or more storeys in height. The first floor of mixed-use buildings should be constructed in a manner to accommodate commercial storefronts. This building block is compatible adjacent to high to medium scale mixed-use and residential areas, but local context and transition of form and use should be considered through the local area plan.

### Community – Centre

Community – Centre will be used for areas with a greater proportion of higher density residential, non-residential and mixed-use development in areas of higher activity, but are less dense than the Community – High-Density building block. A vertical and horizontal mix of uses are appropriate. Buildings should be six to 10 storeys in height. The first floor of mixed-use buildings should be constructed in a manner to accommodate commercial storefronts. This building block is compatible adjacent to medium scale mixed-use and residential areas, but local context and transition of form and use should be considered through the local area plan.

### Community – Mid-Rise

Community – Mid-Rise will be used for areas that allow for Mid-Rise Residential, non-residential, and mixed use development in areas of activity, but are less dense than the Community – Centre building block. A vertical and horizontal mix of uses are appropriate. Buildings should be up to six storeys in height, and constructed in a manner to accommodate commercial storefronts where vertical mixed use is desired. This building block is compatible adjacent to low to medium-scale residential areas, but local context and transition of form and use should be considered through the local area plan.

## Policies

The policies in subsections 1 to 5 should be used when applying a Community building block in a local area plan, as well as during the development permit, outline plan or land use application stage.

### 1. General

Development within the three Community building blocks should:

- a. Provide active urban spaces by framing the street with buildings set close to the sidewalk, a mix of uses, and the integration of public open spaces.
- b. Provide direct, convenient and accessible pedestrian connections across larger sites, connecting to transit service, public and open space and other community services and amenities.
- c. Provide a mix of uses and built forms to generate activity throughout the day and evening.
- d. Encourage the inclusion of schools, child care, places of worship, civic facilities and other community functions within the community in a vertical or horizontal mix.
- e. Provide opportunity for food retail uses in communities that are convenient and accessible to pedestrians, cyclists and transit. Urban agriculture and local food sales should also be supported.
- f. Designate select streets as active frontages (see policy subsection 4, for additional policies).

### 2. Commercial development

Commercial development within the three Community building blocks should:

- a. Provide a wide variety of retail, office, and personal service uses and incorporate a range of unit sizes to support a variety of tenants. Scale of use and activity should service local, community and regional patrons.
- b. Encourage at-grade activity through retail and service uses, and office uses above grade.



Figure 2-6 | 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.

### 3. Residential development

Residential development within the three community building blocks should:

- 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. Provide common amenity spaces that allow for social and communal activities.
- b. Identify residential frontage areas where streets should be primarily composed of residential uses in the Community area.
- c. Consider locating a limited variety of compatible non-residential uses that serve the local residential area, including opportunities for home-based and small businesses within residential frontage areas.



Figure 2-7 | 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. Commercial active frontages**

Commercial active frontages may be identified in a local area plan, and are defined as the streets where the ground floor uses must be commercial-required or commercial-ready, which will create a more vibrant pedestrian environment and contribute to activity on the streets throughout the day and evening.

All Community building blocks may include commercial active frontages, and should be used where the local area plan identifies vertical mixed-use. Where vertical mixed-use is not required, the local area plan does not need to identify commercial active frontage. When determining commercial active frontages in local area plans, consideration should be given to economic studies, market demands and trends, and other planning rationale that supports the requirement of commercial active frontages.

- a. Where commercial-required active frontages are identified in a local area plan, the development should:
  - i. Provide active uses at grade, including but not limited to retail, personal services, consumer services, supermarkets, restaurants, and community service uses such as child care.
  - ii. Create a fine-grained building frontage with multiple uses for developments that face a primary pedestrian street or abut a public open space with minimal setback from the public space.
  - iii. Promote multi-use commercial buildings.

- b. Where commercial-ready active frontages are identified in a local area plan that will allow residential to commercial conversion over time, the development should be designed to:
  - i. Achieve a minimum ground floor to ceiling height that will support a commercial use.
  - ii. Include ground-floor units that include entries that face the public sidewalk, main floor heights that are at the same level as the public sidewalk or with entrances designed to be universally accessible.
  - iii. Create a fine-grained building frontage with multiple units for developments that face a primary pedestrian street or about a public open space.
- c. When considering commercial-ready active frontage in a local area plan, site selection should be in strategic areas that are in close proximity to, or adjacent to commercial-required active frontage.

#### **5. Special areas within a community building block**

- a. A local area plan may identify areas that are auto-oriented with existing auto-oriented uses, particularly those areas that may experience transition in the future.
- b. A local area plan may identify areas for low-impact, light industrial uses such as light manufacturing, small scale assembly and warehouses, fabrication, institutional/vocational, flexible commercial space, live-work, and local food production and sales that are small-scale in nature and 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.

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### 2.2.2 Neighbourhood category

Development within the three Neighbourhood building blocks should respect and build from established patterns and character of the community. Neighbourhood areas are predominantly a mix of residential building types, forms and unit sizes with a variety of densities. Small-scale, local commercial and service uses may be located at-grade and on corner parcels or other sites identified in the local area plan. Residential buildings should be ground oriented, and provide entrances oriented towards the street. This category has a streetscape environment characterized by homes and residential buildings with sidewalks, landscaped setback areas, on-site amenity spaces, and pedestrian scaled buildings. Green spaces, or connections to public open space are available throughout the area. Through the local area plan, various forms of housing and services should be provided to serve the growing diversity in household types, and residents.

Three building blocks define the different scales of development within the neighbourhood category:

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

#### **Neighbourhood – Mid-Rise**

Neighbourhood – Mid-rise will be used in residential areas to increase density where the area can accommodate mid-rise buildings and can act as a transition between low-rise residential and more intense residential or mixed-use areas. Multi-residential buildings should be four to six storeys in height, and transition of building height, scale and mass will happen between higher and lower intensity uses and building forms.

#### **Neighbourhood – Low-Rise**

Neighbourhood – Low-Rise will be used in residential areas to moderately increase density where the area can accommodate low-rise buildings and can act as a transition between ground-oriented residential areas and more intense residential or mid-rise mixed use areas. Residential and multi-residential buildings should be three to four storeys in height, and transition of building height, scale and mass will happen between higher and lower intensity uses and building forms.

#### **Neighbourhood - Limited**

Neighbourhood – Limited will be used in residential areas for infill housing of various types, building forms and unit sizes that are mixed with existing low density residential houses. Intensification in this area is respectful to the existing character of the community, while supporting growth. Backyard suites, garages and other ancillary buildings should be accommodated and be of appropriate scale. Residential buildings will be a maximum of three storeys in height.

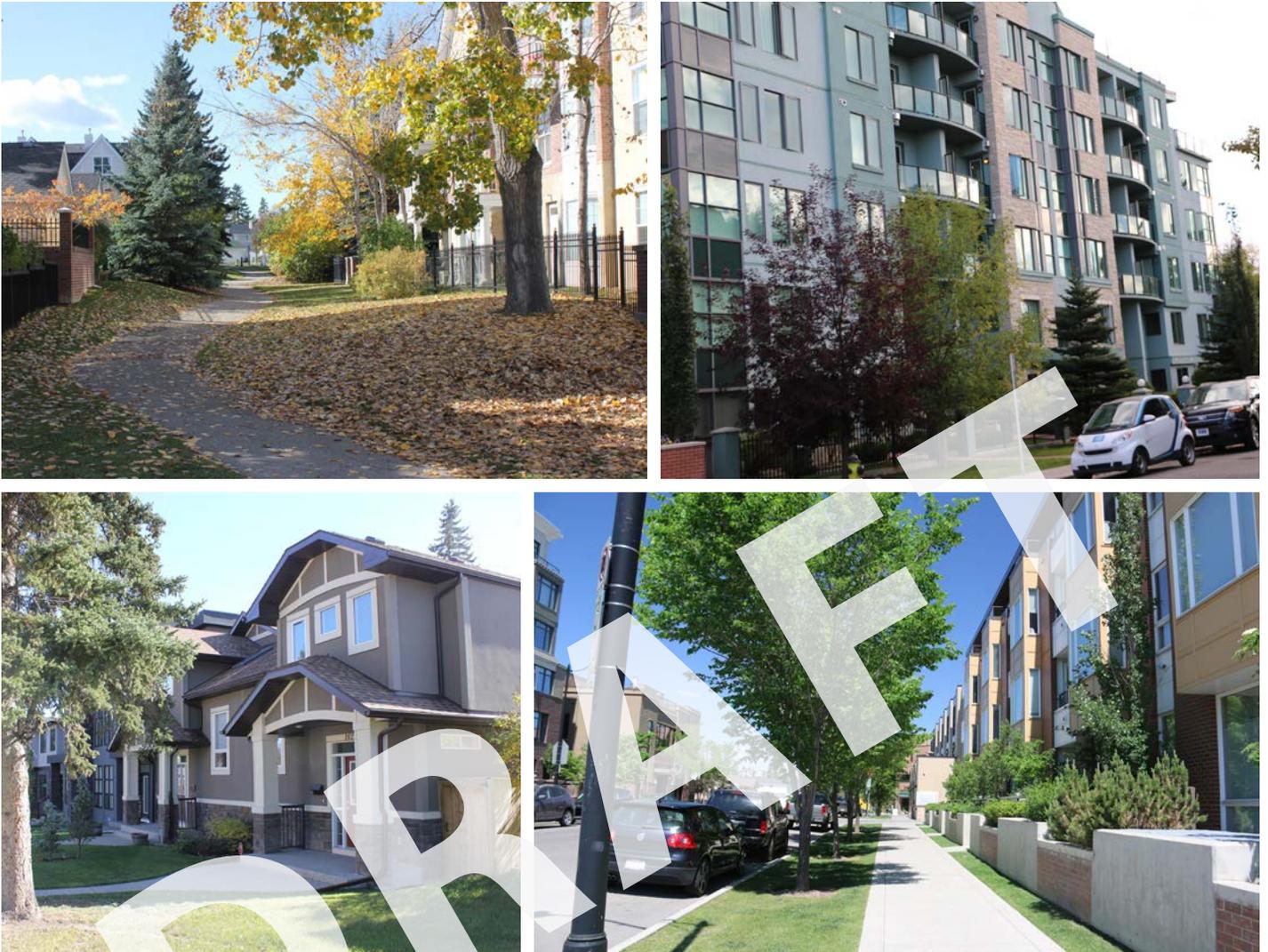


Figure 2-8 | Neighbourhood areas

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

### Policies

The policies in subsections 1 to 3 below should be used when applying a Neighbourhood building block in a local area plan, as well as during the development permit or land use application stage.

#### 1. General

Development within the three Neighbourhood building blocks should:

- a. Provide primarily residential buildings while allowing for local commercial nodes.
- b. Provide a mix of housing unit sizes, including some units with a sufficient number of bedrooms to accommodate larger households and multi-generational households.
- c. Encourage development and intensification within 600 metres of a Primary Transit station.
- d. Encourage schools, child care, places of worship, civic facilities and other community functions with good access to transit routes.
- e. Encourage age-friendly housing to be located in areas with good access to services, amenities, and transit routes.

## 2. Low-rise to mid-rise development

Low-rise to mid-rise developments are encouraged to mix with other housing types throughout communities in a manner that expands housing opportunity, and provides good access to public services, amenities and transit routes.

Low-rise to mid-rise development should be designed or planned to:

- a. Provide a mix of housing types, forms and unit sizes.
- b. Provide building forms, setbacks, step backs, and transitions between uses and building height that are sensitive to the adjacent planned built form.
- c. Locate primarily within 400 metres of the Primary Transit Network, community services, amenities and open space.
- d. Locate in proximity to Activity Centres and Main Streets, at prominent intersections or streets, and other strategic locations identified through the local area plan.
- e. Provide entrances at-grade and maintain a regular pattern of residential units that is compatible with the surrounding residential area.
- f. Provide entrances that face a public street or a private internal drive that looks and functions like a public street.
- g. Provide direct, convenient and accessible pedestrian connections across larger sites, connecting to transit service, open space and other community services and amenities.

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Figure 2-9 | 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 and that is compatible with residential uses, can be considered within residential areas and should reflect the surrounding residential area.

- a. When considering commercial uses, site selection should meet one or more of the following situations:
  - i. The site is incompatible for a residential use or the adjacent development makes a residential use incompatible on that site.
  - ii. The site has existing buildings that are designed to accommodate commercial uses.
  - iii. The site is in close proximity to existing concentration of commercial development within the community.
  - iv. The site is located on a corner.
  - v. The site is in close proximity to local community facilities or amenities.
- b. Commercial buildings should be compatible in scale of building form and floor area with the surrounding residential context, and should be determined at the local area plan stage depending on site context.
- c. At-grade commercial uses that serve the local population, and are located in buildings that have residential units above the first floor, should be supported. Small-scale food retailers and local food sales that support the local community should also be supported.



Figure 2-10 | Employment areas

### 2.2.3 Employment category

These areas provide for significant employment concentrations, and industrial operations in support of economic diversity and include industrial, office, and other employment-generating uses. These areas contribute to a balance between employment and residential growth so that people have a greater opportunity to live and work in closer proximity. These areas promote the transformation of industrial, office and commercial properties, to more intensive, active, transit-supported and pedestrian-oriented employment areas. The primary uses are light to medium industrial and office. Supporting uses include commercial spaces and residential units associated with low-impact, light industrial uses as determined through the local area plan.

There are three building blocks in this category:

- Employment – Industrial
- Employment – Intensive
- Employment – Industrial Flex

#### 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, while allowing non-industrial uses to support employees in the area. It includes, but is not limited to: distribution, manufacturing, fabricating, processing, warehousing, construction, food-production, urban agriculture, wholesaling and utilities. Local area plans using this building block should limit commercial and retail floor area to those uses needed to support the industrial activity in the area and should adopt and strengthen regulations around maximum floor areas and percentage of floor space allocated to supportive retail or commercial uses.

#### Employment – Intensive

Employment – Intensive supports predominantly industrial uses mixed with other employment uses that are considered to be appropriate adjacent to residential areas provided that a transition of uses and heights is considered. These areas also allow for large-scale institutional or campus-style uses, large-format non-industrial uses when combined with employment-generating uses, limited support uses and other non-industrial uses. Redevelopment and development in this area includes, but is not limited to, offices mixed with support uses, including restaurants and other service uses. It allows for a vertical or horizontal mix of uses, and supports transit while relying on all modes of transportation to ensure connectivity. Pedestrian connections should be designed to ensure all areas are accessible. Parcel size can vary to accommodate different types of uses, sizes or scales while ensuring pedestrian connectivity.

Local area plans using this block should consider limiting retail floor area to those uses needed to support local industrial or employment activity and could adopt regulations around maximum floor areas and percentage of floor space allocated to ancillary retail uses.

### **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.

### **Policies**

The policies in subsection 1 to 3 below should be used when applying an employment building block in a local area plan, as well as during the development permit or land use application stage.

#### **1. General**

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

- a. Employment uses should contribute to good urban form, community vitality, and a well-designed public realm.
- b. Provide appropriate building height and use transitions from residential and other sensitive uses that are adjacent or in close proximity.
- c. Restrict new large-format, freestanding commercial uses, including retail, car dealerships and other land intensive (but not employee intensive) uses, unless large format uses are otherwise identified through the local area plan.
- d. Accommodate a transit stop where appropriate along with transit waiting areas and amenities.
- e. Encourage opportunities for local food production and local food sales in employment areas.

## 2. Employment – Industrial areas

Conversion of industrial uses to office or commercial uses may be considered where the following conditions apply:

- a. The area has a documented deficit of office or commercial space based on a market study.
- b. The use does not detract from or affect the operations of the surrounding industrial uses and maintains the primarily industrial nature of the area.
- c. The area has the infrastructure capacity to support the added intensity provided.

## 3. Employment- Industrial Flex areas

- 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. Prohibit large format commercial, auto-oriented uses, and other uses that might be considered noxious or disruptive to adjacent uses.

## 2.2.4 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. Parcels may also have significant unresolved issues that need to be addressed prior to large scale redevelopment. 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 and engagement 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, and may include the whole or a portion of the site. Buildings should be comprehensively designed and integrated with heights, setbacks, and other elements determined in the comprehensive plan submission.

At the time of redevelopment, applications should include a comprehensive plan that identifies 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. green infrastructure such as landscaping, stormwater management and low-impact development
- g. building mass and orientation (e.g., density or floor area ratio, building heights, placement)
- h. identification of proposed or current transit service
- i. potential or anticipated subdivisions
- j. identification of commercial active frontages
- k. engagement plan



Figure 2-11 | Heritage - complementary design

New development adjacent to heritage resources should be sensitive to the immediate context in terms of design, materials, site placement and form.

### 2.2.5 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 2-11).

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 the following Heritage Conservation Approaches:

- i. Heritage Density Transfer

A development project (receiver site) within the boundary of a local area plan may increase density by transferring unused, residual density from a heritage resource (donor site) within that same area, where that heritage resource has been listed on the Inventory and subsequently designated as a Municipal Historic Resource under the Historical Resources Act. Both the donor and the receiver site will be re-designated as Direct Control districts to track the transfer and receipt of the density.

Municipal Historic Resources are considered to have transferable density up to the greater of:

- the maximum allowable density under the Land Use Bylaw; or
- the future maximum floor area ratio as indicated in the local area plan.

- ii. Contribution to a Community Heritage Conservation Investment Fund

A development project may make a financial contribution to a Community Heritage Conservation Investment Fund (Investment Fund) established for a particular local area plan. This fund will, in its entirety, support the Community Heritage Conservation Grant Program for heritage resources within the local area plan boundary that have been listed on the Inventory and are subsequently designated (protected) as Municipal Historic Resources.

The Investment Fund will be established by Council and administered by The City of Calgary (Heritage Planning) for the purposes of supporting a Community Heritage Conservation Grant Program for the rehabilitation, restoration and preservation of the community's heritage resources.

The bonus rate for density through a contribution to the Investment Fund will be established at the time of a land use redesignation approval based on a percentage (to be determined) of average land value per square meter of buildable floor area. Cost estimates for average land value in the area shall be presented to The City at the time of a land use redesignation application and will be accepted at the sole discretion of the Approving Authority.

iii. On-site Conservation of a Municipal Historic Resource

A development project may increase density by claiming any unused, residual density from an on-site heritage resource that has been listed on the Inventory and subsequently designated as a Municipal Historic Resource under the Historical Resources Act.

Municipal Historic Resources are considered to have a claimable density up to the greater of the maximum allowable density under the Land Use Bylaw or the maximum floor area ratios as indicated in the local area plan.

iv. A development involving on-site conservation of a municipal historic resource will be redesignated as a Direct Control district to track the claiming of heritage incentive density.

An allowance may be made to recognize the additional costs or challenges associated with realizing a feasible redevelopment proposal for properties with the following conditions:

- Small or irregular parcels
- Adjacent to railway corridor
- Neighbourhood – Low-Rise areas
- Heritage building on-site

The allowance will be in the form of a reduction in the amount of density which must be acquired through a heritage density transfer or contribution to a Community Heritage Conservation Investment Fund to reach the future targets floor area ratios.

**New 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.

### 3 Urban design

**Well designed buildings, streets and open spaces** are essential to achieving vibrant communities. Together, these elements support a comfortable living environment, a healthy economy, and enjoyable spaces for leisure and recreation. Policies are intended to promote an urban form that creates distinctive communities by integrating new development into the existing community character.

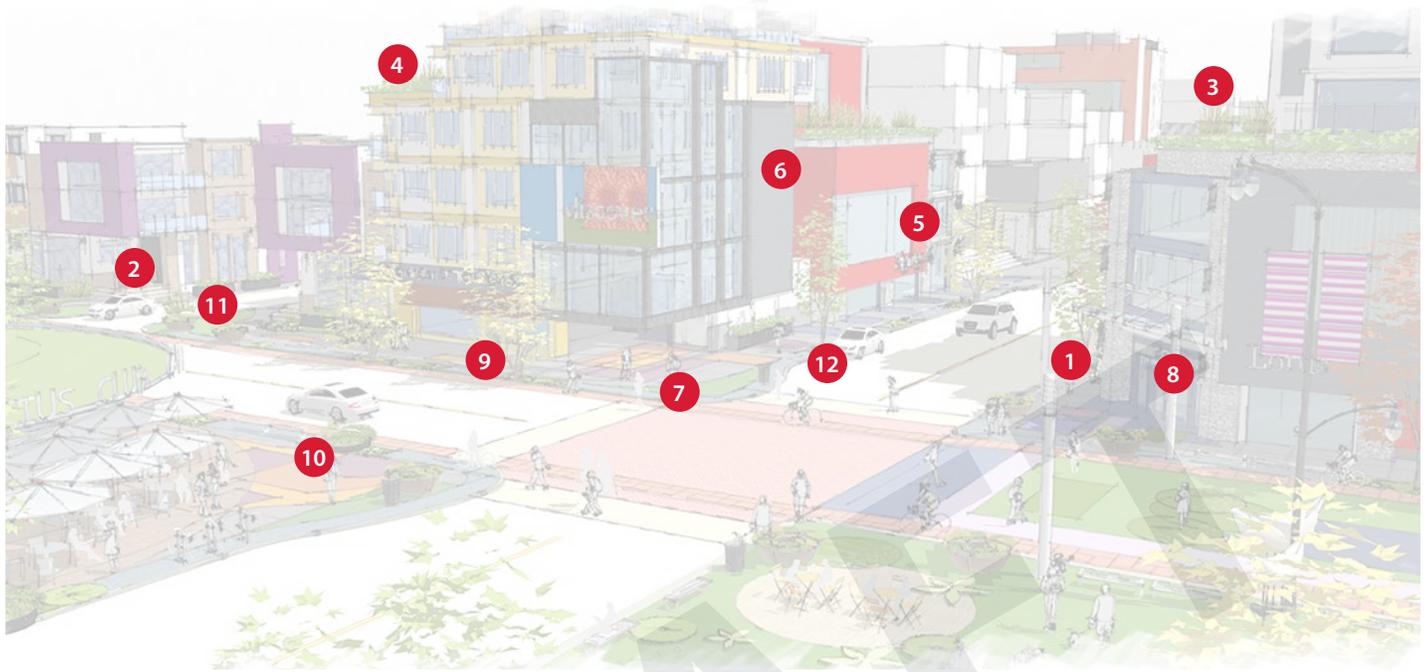
**“Cities are made up of collections of great buildings and memorable spaces within and/or between the buildings where people live, work, play and visit. It is this collection – the built environment and its architecture and public spaces – that influences each individual’s image of the city”**

— MDP Vol. 1, Section 2.4.1

Policies in this section accommodate a variety of building forms and establish a general policy framework for neighbourhood and site context, interface design, and building design in Developed Areas. These policies are intended to promote an urban form that creates distinctive communities and strengthens communities’ physical fabric and character.

Development should include well designed buildings that frame adjacent streets and open spaces. Development and should respect the successful established patterns of a community’s block and street patterns, building massing, articulation and architectural character. This is balanced with a forward-looking approach that incorporates high quality architecture based in current best design practice. New development should integrate into the existing urban fabric, while respecting and enhancing community character.

Figure 3-1 | 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 neighbourhood.
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.



Figure 3-2 | Community character

Heritage buildings, at-grade store fronts, street design, and signage, are elements of community character.

### 3.1 Community character

Communities in the Developed Areas are some of Calgary’s oldest neighbourhoods with distinct characteristics. The built-form environment has evolved to respond to changing lifestyle needs, design trends, and development standards. These historic development trends have created unique neighbourhoods through the preservation and integration of older and newer urban design elements.

Defining elements of community character:

- age of community (1893-1945/1945-2000/2000+)
- heritage buildings
- topography (flat terrain; sloped terrain)
- urban structure/land use patterns
- number, type and maturity of open spaces
- maturity of urban trees and other landscaping features
- type of street pattern (full grid, organic fused-grid, laneways)
- block character (size/shape/density/ front setbacks)
- lot typologies (width/length/shape)
- building typologies (massing, scale, height, architectural styles)
- special view corridors
- cultural assets

#### Policy

- a. Local area plans should identify unique community character areas and implement local strategies to preserve and enhance character elements. This can include, but is not limited to, the protection of heritage buildings, retention of mature trees, and promotion of cultural spaces.



Figure 3-3 | Streetscape character

### 3.2 Streetscape character

Streets are designed to support different modes of transportation comfortably, efficiently and safely through a community. The design of street profiles, paving materials, street furniture, mature tree canopies, and landscaping contributes to streetscape character.

Certain streets have unique characteristics and design elements that influence how people use and experience them. Street designs should support how the community utilizes the space, whether it be a Main Street with commercial activity or a quiet residential street. Streetscape character influences how people move, live, work, and socialize throughout a community.

Defining elements of streetscape character:

- road and transportation network classification
- community block and street patterns
- street typology (Main Street, mixed-use, and residential)
- street interface between buildings, pedestrian realm, open space and recreational uses
- street design (street profile/cross-section, profile between the road, public realm, and buildings, surface treatment materials, landscaping, street furniture, and signage)
- sidewalk activities such as open markets
- heritage buildings and assets
- tree canopy and landscaping
- public art
- topography

#### Policies

- a. Local area plans should identify primary character streets to preserve and enhance. Street character elements should be incorporated into the design of street profiles and cross-sections. Character streets should incorporate experiential design features such as historical interpretive and cultural elements, street furniture, and public art.



Figure 3-4 | Building design

Buildings are oriented to the street with frequent entries, larger transparent glazing, and setbacks appropriate to the building scale. The massing of buildings is reduced with highly articulated facades that creates a rhythm of narrower, vertically oriented, frontages.

### 3.3 Building design

Building design is a defining element of community character. The type and design of buildings impacts the use and enjoyment of the public realm and living spaces. The building-street interface influences street function and pedestrian experience. New buildings should integrate into the existing built-form by transitioning building heights, breaking up building massing, and establishing setbacks.

“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

### 3.3.1 Building transitions

Transition areas are defined by the interface between new and existing development and is a function of scale, use, intensity, and character.

Typical interface conditions include:

- Large scale mixed-use development adjacent to a low-density residential development.
- New development adjacent to a heritage building or a character areanew multi-storey residential infill development adjacent to existing bungalow residential building.
- New development adjoining an existing development of different uses.
- New development adjoining an existing development of incompatible uses.
- New building adjacent to major infrastructure such as a train station or train line.
- New building adjacent to a public open space or a publicly accessible private space.
- Interface between laneway house/backyard suite and primary welling.

#### Policies

- a. A transition in building height, scale and massing should be created between higher and lower development by:
  - Avoiding abrupt changes in building scale.
  - Decreasing building heights through the block.
  - Using building step-backs and stepping down heights within individual buildings.
  - Where deemed appropriate, encourage taller, slim tower development, with smaller floor-plates.
  - For large tower developments, encourage podium-tower format of development. Building podiums should be proportionate to width of the road-right-of-way. Podiums should reduce the perception of bulk through greater façade articulation.
  - Using setbacks and landscaping to create space between higher and lower intensity development.
  - Ensuring that buildings of complementary height, scale and massing face each other on the fronting and flanking street.
  - Developing buildings with active ground floor uses, pedestrian amenity and vertical articulation along long facades to the edges of incompatible uses.

### 3.3.2 Building design, height, and massing

Buildings should be designed to complement the existing built-form and to frame public areas through building orientation. Variations in building heights and massing reduce the bulk of buildings, which improves how people experience the built environment.

#### Policies

- a. A variation in building heights and massing, within individual buildings and between buildings is encouraged to reduce building massing. New developments should avoid long expanses of walls and create architectural interest.
- b. Design the massing and articulation of mid-rise and tall buildings to reduce the impacts of wind at ground level and to optimize sunlight access on adjacent properties, streets and public open spaces.
- c. Locate buildings closer to the street with frequent entries, transparent glazing, and minimal setbacks appropriate to scale and built form.

### 3.3.3 Street walls

A street wall is the out-facing façade of a building that meets the street. When multiple buildings have similar setbacks and heights, it creates a sense of enclosure where buildings frame the street, resulting in greater pedestrian comfort. Street wall heights are defined by the proportional width of the right-of-way.

#### Policies

- a. 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. To create human scale and sense of enclosure, new development should be oriented to the street or open spaces and respect the established building setback pattern.
- c. Buildings designed with a street wall height that exceeds the width of the road right-of-way should demonstrate greater façade articulation (e.g., building massing, textures, building materials, façade articulation, and step backs) to reduce the perception of bulk.



Figure 3-4 | Commercial, mixed-use frontages

### 3.3.4 Building frontages

The character of a street is 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. Building frontages should be designed for pedestrians, generate activity, provide natural surveillance and create a sense of rhythm along the street.

#### Commercial, mixed-use frontages

##### Policies

- a. Commercial, mixed-use building frontages should integrate with the pedestrian realm with highly articulated facades that create a rhythm of narrower, vertically oriented, frontages. This can be achieved through building articulation and architectural features, frequent entries, transparent and unobscured glazing, and outdoor patios.
- b. Active frontages, identified in local area plans, should be lined with multiple at-grade retail uses to create a finer-grained building frontage. As a guideline, an appropriate business frontage width is between 7.5 metres and 15 metres.
- c. Individual storefronts that are greater than 30 metres in width are encouraged to provide multiple entrances at the street level or enhance the building-streetscape interface through greater façade articulation.
- d. Primary entrances should be clearly identifiable through the use of signage, canopies, and architectural features. Buildings with dual frontages should locate primary entrances at building corners.

#### Residential frontages

##### Policies

- e. Encourage ground floor residential dwellings facing a street to have individual entrances oriented towards the street.
- f. Design features and spaces such as terraces, porches, alcoves, forecourts or landscaping are encouraged to provide a transition from the public street and sidewalk to at-grade residences.
- g. 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.

“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



Figure 3-5 | Private and public realm interfaces

Buildings abutting public open space provides ground floor activity and natural surveillance. The design of the private and public realm are integrated through building design, surface materials, and landscaping.

### 3.3.5 Private and public realm interfaces

#### Policies

- a. Developments abutting public open space such as urban squares, plazas, or parks should have active ground floor uses and provide natural surveillance to the open space. This can be achieved with patios, terraces and belvederes. Design buildings abutting open space with active ground floor uses that integrate and animate public spaces and that are accessible and well integrated with the sidewalk or public pathway.
- b. To distinguish public and private spaces, consider design features such as at-grade, raised or sub-terrain patios and terraces, porches, steps, alcoves, railings, and forecourts with landscaping, planters, paving and lighting.

**Figure 3-6 I Universal accessibility**

Public streets and sidewalks are designed to be accessible for people of all abilities.

Barrier-free design removes physical obstacles from the built-environment and creates legible paths of travel.



### **3.4 Universal accessibility (public realm)**

Public realm and individual development sites 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.

#### **Policies**

- a. All sidewalks within the public realm and private development sites should be designed with sufficient width and be free and clear of horizontal and vertical obstructions.
- b. Building entrances should be highly legible and provide easy access to all users, or alternative solutions be proposed to the satisfaction of the approving authority.
- c. In Activity Centres, Main Streets and transit station areas, where higher volumes of pedestrians and bicycles are expected, consider special design features such as:
  - i. cross-walk and curb cut tactile designs
  - ii. audible pedestrian signals at intersections
  - iii. rest areas and benches
  - iv. street signage and way finding
  - v. utilities and utility designs that do not impede accessibility
- d. Universal and barrier free design elements should be used for access to parks and community and recreational facilities.
- e. All new developments should conform to universal accessibility and related Provincial and City policies. Where challenging topography or building design prevents accessibility standards, especially along street interfaces, alternative design solutions should be proposed.

## 4 Community amenities and facilities

**Community amenities and facilities** provide a wide range of services for communities that include 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. Community amenities and facilities, including civic facilities, should be mixed-use or co-located, where possible, to respond to community needs. They should be located in areas close to transit services, open spaces and pedestrian, cycling and vehicular connections

### 4.1 Community services and facilities

Community services and facilities are encouraged throughout the Developed Areas.

#### Policies

- a. Consider adding or modifying community services and facilities based on community needs, and existing conditions, demographics and projected population in the 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 community facilities to allow for access by all users, whether by walking, biking, driving or using public transit.

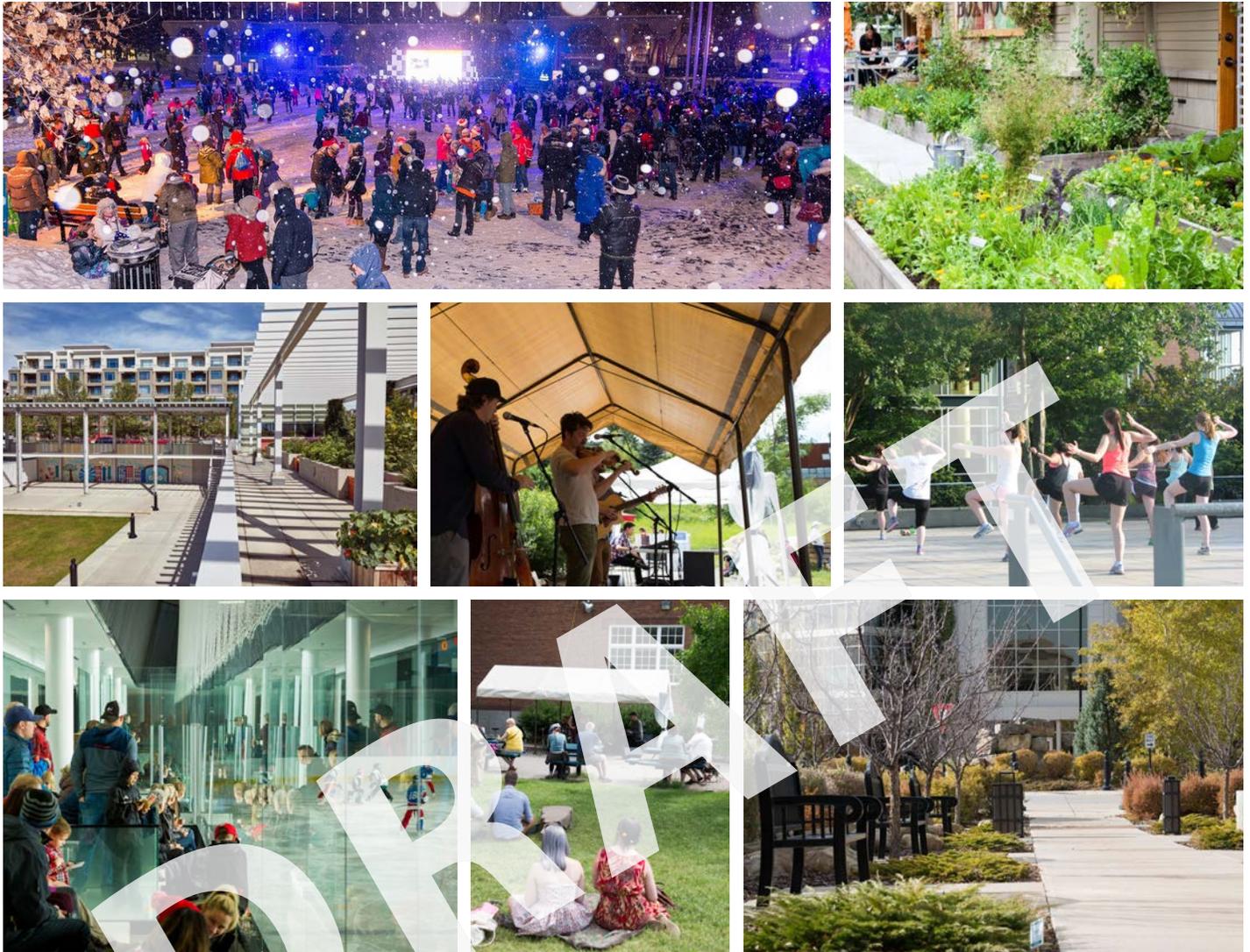


Figure 4-1 | Community amenities and facilities

“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

#### 4.1.1 Community association sites

Community associations require a degree of flexible and programmable local space, depending on the needs of the community.

##### Policies

- a. Ensure a community association site for each community is retained through the local area plan.
- 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. Encourage space for alternative forms of local food production and processing, urban agriculture, food sales, farmers market, community food market, and community gardens.
- d. Consider integrating additional uses to community association sites to provide additional services, retail, or housing to allow for revenue to support community activities and generate activity. Uses should align with the purpose of a community association.

#### 4.1.2 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 with access to transit.
- 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.
- e. Care facilities should integrate into the community by ensuring scale, building mass, and built form is respectful of the local context.

#### 4.1.3 Cultural and educational facilities and spaces

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

##### Policies

- a. Encourage the development of facilities and spaces that support culture and education such as places of worship, libraries, museums, and arts and events facilities, where they can serve as community focal points and gathering places, and ensure that their location is contextually appropriate.
- b. Work with schools and institutional uses to explore innovative ways to locate in more dense, mixed-use neighbourhoods, including integration with other uses as part of a comprehensive mixed-use development, and designing associated open spaces for various outdoor uses.

#### 4.1.4 Recreation facilities

To meet the objectives of the Municipal Development Plan, the Developed Areas should be serviced by recreation facilities and associated support amenities including aquatics, fitness, and social and other cultural gathering areas.

##### Policies

- a. Provide recreation facilities as important amenities in strategic locations for community building, programs, and services. Additional requirements for recreation facilities will be identified through a local area plan. Recreation facility design should consider the local cultural context and needs of the community.
- b. Design recreation facilities to reinforce the public realm by orienting their frontages to the street and locating parking behind buildings or in structured parking.
- c. Design recreation facilities as multi-purpose with a wide range of uses that respond to diverse needs.

## 5 Parks and open spaces

**The open space network**, consisting of parks, school yards, public plazas, natural areas, pathways and trail systems that serve many functions. Together, these promote overall community health and quality of life for all Calgarians. The open space network within each community should conserve and enhance an interconnected ecological and recreation system.

“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.

### 5.1 Context and design of public parks and the open space network

#### Policies

- a. Improve the quality, diversity of use, design features, and environmental protection of existing parks and open spaces by identifying opportunities through the local area plan.
- b. Enhance connections between community destination 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.
- d. Opportunities to enhance the streets and sidewalks as extensions to an accessible and inclusive open space network are encouraged.
- e. 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. Parks and public plazas should be designed to be safe and active, and reinforce the urban character of the community.



**Figure 5-1 | Open spaces**

**“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

- f.** Factors that should be considered in the design of the parks and open spaces 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 through signage and inviting design elements;
  - iv.** pedestrian and bicycle linkages incorporated within and through the parks that support all-season uses and increases accessibility in alignment with the Access Design Standards; and
  - v.** park edges framed with vertical landscape elements and buildings animated with active uses at grade where appropriate.
- g.** Provide for a variety of experiences including opportunities for active recreation, passive enjoyment and community gathering.
- h.** Ensure park and open spaces support a variety of functions. Consider the following, where appropriate, when designing or redesigning parks or open 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 and historical uses (stages, performance area, art and sculpture studio and areas, monuments, conservation areas);
  - ix.** temporary uses; and
  - x.** food kiosks.

## 5.2 Plazas

### Policies

- a. Support opportunities to create public urban plaza spaces, designed to allow various uses 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, and encloses to create a sense of space.
- b. Encourage local food sales opportunities in plaza spaces, provided with water and power access.

## 5.3 Open space needs

### Policies

- a. Open space should be provided proportionate with the needs of the community as outlined in Municipal Development Plan, Volume 1.
- b. Explore opportunities to expand or improve existing parks where there are higher current or proposed population densities. Expansion opportunities may arise through subdivision, changes in road network or alignment, or through the purchase of additional land.
- c. Explore opportunities where appropriate, for acquiring, restoring and expanding open space, river bank and regional systems, natural habitat and biodiversity.
- d. Consider road or lane closures where there is an opportunity to reconfigure, enlarge or improve the functionality of an existing open space.

## 5.4 Riverfront areas

### Policies

- a. Design public plazas, seating and landscape features along the riverbank in a manner sensitive to, and respectful of, the existing natural habitat.
- b. 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.



Figure 5-2 | 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.

## 5.5 Regional pathways

### Policies

- a. 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.
- b. Ensure the regional pathway network connects to the on-street bikeway network, where possible.
- c. Design pathways to buffer and minimize damage to environmental open space.

## 6 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 provide mobility choices.

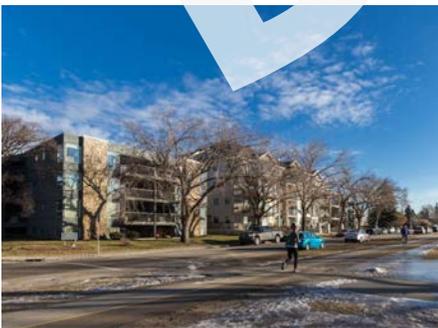
“Bringing jobs, housing services and amenities closer together encourages non-automobile modes of travel, providing more choice to Calgarians...”  
— MDP Vol. 1, Section 2.5.1

### 6.1 Pedestrian circulation

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

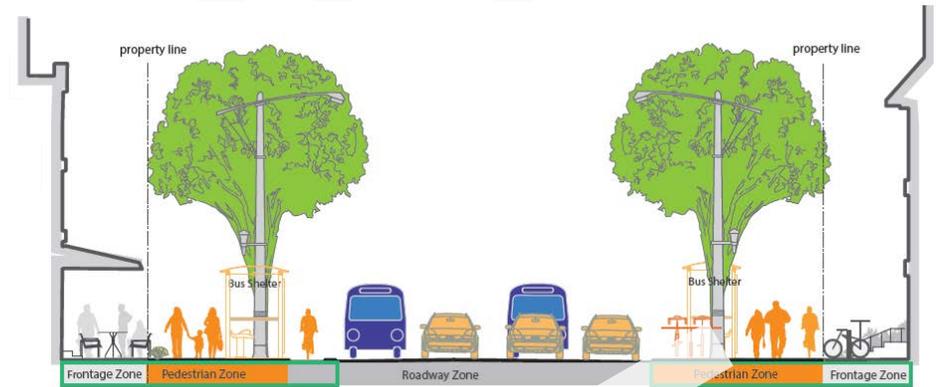
#### Policies

- 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 6-1: 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 6-1 | Streetscape zones



Calgary has a well established cycling network

## 6.2 Cyclist circulation

Regional and local bicycle routes should provide direct and convenient circulation and options for connections.

### Policies

- a. Identify and integrate 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. Provide 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.
- f. Applications for new developments building on existing community infrastructure should evaluate and consider linkages that enhance the existing network.



“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

### 6.3 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).
- 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. Incorporate redevelopment of sites into the existing transit service network.
- d. 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.

### 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. Design any new streets or lanes to improve connectivity and optimize land efficiency and lot configurations that will 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 community 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 facilities.
- i. Encourage integration of pervious areas into boulevards, traffic calming features and parking lots.



Lane reversal can reduce congestion on busy streets. Innovative traffic calming strategies are used to accommodate cycling and walking for special events

## 6.5 Parking

Vehicular parking demand increases as communities develop and intensify and as such, local area plans should create strategies to manage potential impacts. This means balancing the parking needs of businesses, institutional uses, and residents, by evaluating short-stay commercial, long stay day-use, and residential parking demands.

Parking reductions and flexible solutions are often necessary to support the desired build-out of a community. Parking reductions also promote transit use, support the retention of valuable buildings, activate street frontages, and increase residential unit affordability.

### 6.5.1 Local area plan direction

Local area plans should consider current and anticipated parking demand within communities and identify local strategies to minimize potential impacts on a community. When assessing a community's parking needs, a local area plan should consider and address the following:

- the community framework and parking needs of different community blocks
- level of transit service
- pedestrian and bicycle infrastructure
- community parking inventory
- long and short-stay public parking supply.
- on-street parking supply and design (commercial and residential)
- how a community transitions to full build-out, with flexibility provided to accommodate desired long-term development outcomes
- parking management practices for commercial and residential parking.

### 6.5.2 Parking reduction scenarios

Within the Developed Areas, there are scenarios where reduced parking should be supported in order to achieve desired use and development outcomes for a community.

#### Policies

- a. Support reduced parking for high density, mixed-use areas in Activity Centres, Main Streets and transit station areas. Consider a community's level of density, mix of uses, and transit, bicycle and pedestrian infrastructure that can support reduced parking supply as an area evolves and develops.
- b. New multi-family residential buildings that propose no on-site parking, or significant on-site parking reductions, may be considered when the following criteria are met:
  - i. The building is located within a Major Activity Centre or on an Urban Corridor, and Light Rail Transit or other Primary Transit Service is provided within 300 metres walking distance of the building.
  - ii. Publicly accessible surface or structured parking is located within 300 metres actual walking distance of the building.

- iii. The building is located in or adjacent to areas where parking management practices are in place, including time restrictions, paid parking or permit-restricted parking. In areas without parking management practices, a study should be conducted by the applicant to evaluate offsite parking impacts and the appropriateness of the parking reduction.
  - iv. Residents are provided at least one alternative travel option, such as a monthly or annual transit passes, additional onsite bicycle parking, on-site car-share spaces, car-share memberships, and/or live-work units, etc.
- c. Support desired built-form and use outcomes, as expressed through the building blocks and Municipal Development Plan Activity centres, Main Streets, and transit station areas, through parking reductions. For sites that have challenges meeting parking requirements and have demonstrated reduced parking demand, prioritize built-form outcomes over meeting full parking requirements on-site. Scenarios in the Developed Areas that commonly need reduced parking include:
- i. Development located on Main Streets and active frontages that contribute to street wall definition.
  - ii. Adaptive re-use of existing buildings such as, buildings listed on the Inventory of Historic Resources, residential infill/office conversions, or change of use within an existing mixed-use development.
  - iii. Small scale, local commercial developments located within the Neighbourhood–Limited and Neighbourhood–Low-Rise building blocks.
  - iv. Affordable housing developments.
  - v. Unique sites with development constraints related to parcel size, shape or other practical constraints.

### 6.5.3 Community parking strategies to absorb parking demand

Flexible parking solutions should be considered through local area plans and implemented as part of a community-wide parking strategy. Addressing a communities parking demand cannot be achieved through a single strategy or mechanism, but requires several approaches.

#### Policies

- a. Reduce auto-dependency and parking supply in desired locations by aligning the land use framework with transit, biking, and pedestrian infrastructure.
- b. Identify opportunities for commercial, short-stay, on-street parking to support local businesses. On-street parking should consider:
  - i. Locating commercial, short-stay, on-street parking on main streets to support local businesses.
  - ii. Wrapping commercial, short-stay, on-street parking around primary and secondary frontages.

- iii. Identify opportunities for commercial, short-stay parking on streets within secondary/ transition building blocks.
- iv. Identify opportunities for pocket on-street parking, and where feasible, optimize efficiencies through angle parking.
- v. Support small, local commercial development located within Neighbourhood Limited and Neighbourhood Low-Rise building blocks, by providing commercial, short-stay, on-street parking for the on-street commercial frontage.
- c. For developments that are unable to meet parking demand on-site, offsite parking solutions are encouraged. When considering parking reductions, available offsite stalls should be located within 600 metres of the site containing the proposed parking reduction.
- d. Optimize site planning efficiencies by supporting synergistic parking solutions. This may include consideration of anticipated operating hours and coordination with uses that have opposing hours of operation. For example, day employment intensive uses such as an office or medical uses may have parking stalls available for other uses in the evening.
- e. Identify existing and future public parking facilities within a community and the ability for those facilities to accommodate short-stay and day use parking. Local area plans should consider if the public parking use is temporary or permanent and the impacts that may have on a community as it evolves and develops.
- f. Apply Transportation Demand Management measures for developments seeking to reduce auto-dependency and parking supply. This can include the provision of bike stalls, showers, or staff transit passes, etc. Developments seeking parking reductions may be further supported by providing car pool, car share, or valet services when:
  - i. The development site is located within 400 metres of a public parking facility.
  - ii. The development site is located within 600 metres of a public parking facility with accessible shuttle or valet service.
  - iii. There is a site parking management plan to support operations.
- g. Local area plans should consider how public parking is managed through The City of Calgary parking strategy and the impacts on a community. Consideration should be given to the location and availability of public parking and how it can support desired built-form outcomes.

## 6.6 Parking design, site access and servicing

Parking and site access should be designed in a manner to reduce disturbances to built-form patterns and the public realm. User safety should be improved through legible way finding, reducing pedestrian-vehicular conflicts.

### 6.6.1 Site access for parking and site servicing

#### Policies

- a. Vehicular and site servicing access should be from the rear lane. If there is no rear lane, or if unique technical engineering restrictions render a rear lane inaccessible, access and egress should be located on the least active street frontage.

- b. When rear or side entrances to surface parking or garages are not possible, incorporate garage entrances and loading dock access into a primary street façade in the following way:
  - i. Integrate entrances into the building façade in a way that is visible, but not overwhelming in scale.
  - ii. Keep the size of vehicular entrances to the minimum width and height feasible for access.
  - iii. Recess garage entrances/doors a minimum of 6 metres to allow for stopping the car before entering into pedestrian realm.
- c. Access and egress to parking areas should be visibly marked to improve way finding and be user friendly to operate.
- d. The pedestrian right-of-way should be clearly identifiable and delineated when intersecting with parking area access and egress. This can be achieved by utilizing different surface materials. Operational safety technology warning pedestrians of oncoming vehicles, such as buzzers and flashing lights, should be incorporated into access and egress design.
- e. Shared driveway/mutual access easements between adjoining properties are encouraged.

## 6.6.2 General parking policy

### Policies

- a. Discourage front driveways in the Neighbourhood Limited building block and Neighbourhood Low-Rise building block where front drives do not presently predominate and there is existing lane access to the parcels.
- b. Parking areas should be universally accessible as per The City of Calgary Access Design Standards.
- c. Parking areas should implement Crime Prevention Through Environmental Design principles, including designing for natural surveillance and enhanced lighting.

## 6.6.3 Surface parking

### Policies

- a. Surface parking should be located behind or at the side of new developments, with buildings located closer to the street. Vehicular parking between the building and sidewalk is strongly discouraged.
- b. Pedestrian areas should connect to buildings with safe and comfortable sidewalks. Pedestrian relief areas should be provided for larger surface parking lots, to give pedestrians safe rest areas.

## 6.6.4 Structured parking: Above grade

### Policies

- a. Above-grade parking structures, located on main streets and on active frontages, are encouraged to line the parking facility with active and/or retail ground floor uses throughout the entire length of the street frontage.
- b. Primary façades are encouraged to incorporate design that hides the parking facility. This can include special fenestration, innovative screening, lighting and/or public art.

## 7 Infrastructure and environment

The policies in this section reflect the dynamic and unique nature of redevelopment. They take into account the changing climate and energy landscape, and encourage environmental stewardship.

### 7.1 Water and sanitary servicing

Development will be assessed to ensure that water and sanitary sewer infrastructure needs are met. When considering densities for communities, local area plans should consider infrastructure capacity to ensure communities can achieve build out over time.

#### Policies

- a. 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.

### 7.2 Stormwater management

The stormwater management system should be designed to adequately and efficiently service redevelopment and adopt Low-Impact Development strategies.

#### Policies

- a. Support land use concepts that align with existing stormwater infrastructure, and planned stormwater management upgrades.
- b. Encourage minimized stormwater runoff from area proposed development by implementing a range of stormwater Best Management Practices and Low Impact Development practices.

### 7.3 Energy and environmental impacts

Ensuring environmental impacts by development are minimized 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 developments and communities are resilient to future climate change.

#### 7.3.1 Building and site sustainability

Building and neighbourhood design as well as the design of streets and open spaces should contribute to overall city sustainability.



Innovative design concepts contribute to sustainability.

### Policies

- a. Incorporate methods to achieve sustainable neighbourhood and building practices as deemed appropriate through the local area plan. 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 management;
  - iv. green roofs;
  - v. passive solar energy;
  - vi. provision of water-efficient and low-maintenance landscaping;
  - vii. provision of recycling facilities in buildings;
  - viii. maximizing day lighting and views;
  - ix. construction waste management – recycle to divert material from landfill sites; and
  - x. district energy stations.

Developments are encouraged to incorporate green building features that:

- i. reduce energy costs;
- ii. reduce water consumption;
- iii. reduce greenhouse gas emissions; and
- iv. support alternative modes of transportation.

### 7.3.2 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. Consider 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 consider opportunities for technologies including geo-exchange and combined heat and power.

## 8 Interpretation and implementation

This section provides information on the interpretation of this Guidebook and its relation to other policy documents and the development approvals process.

### 8.1 Legislative framework

The Municipal Government Act is the legislative framework in which municipalities operate. It is under this authority that the policy for the Developed Areas is created.

The Municipal Development Plan, Volume 1 and Calgary Transportation Plan provide direction for growth and change in Calgary over the next 60 years.

The Developed Areas Guidebook is Volume 2, Part 3 of the Municipal Development Plan. It provides implementation policy for the Developed Areas, and must be read in conjunction with Volume 1 of the Municipal Development Plan, and is the policy foundation for a local area plan (e.g. area redevelopment plans, station area redevelopment plans). The Land Use Bylaw is a tool for implementing this policy (see Figure 8-1: Legislative Framework).

Figure 8-1 | Legislative framework



## **8.2 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.

### **8.2.1 Plan application**

The Developed Areas Guidebook is Volume 2, Part 3 of the Municipal Development Plan. It must be read in conjunction with the Municipal Development Plan, Volume 1, and is the policy foundation for a local area plan in the Developed Areas. 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.

### **8.2.2 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.

### **8.2.3 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.

### **8.2.4 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.

### **8.2.5 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 approving authority and the applicant.

Where paragraph statements or objectives precede a policy, it is provided as information 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 approving authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Approving 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.

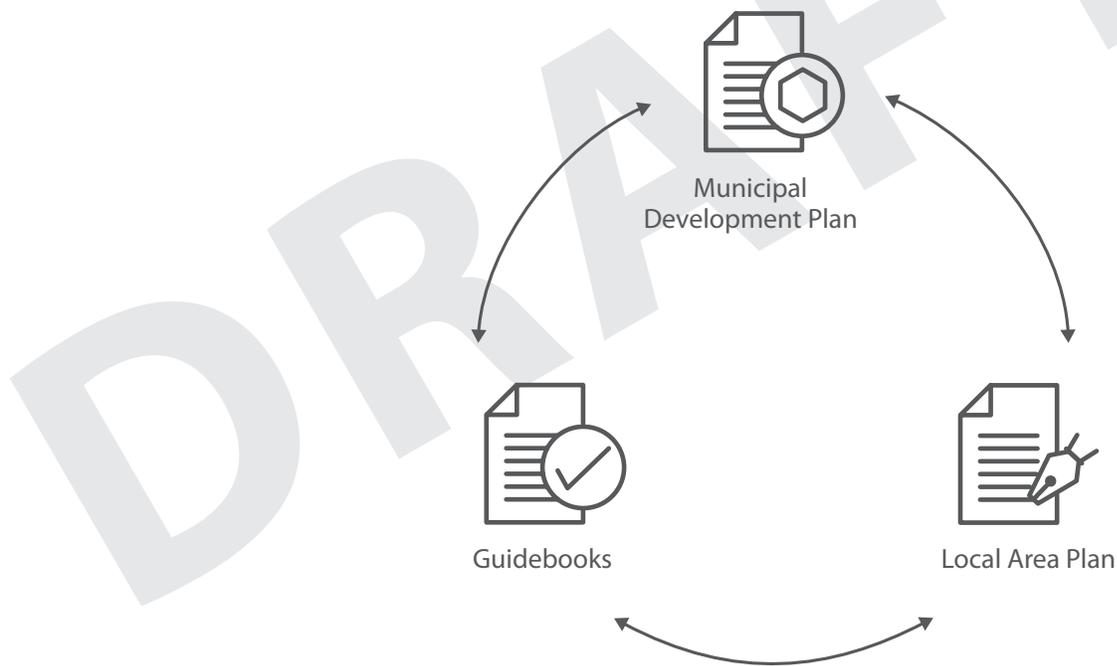
### 8.2.6 Guidebook limitations

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.

### 8.2.7 Amendments to the Guidebook

The Guidebook is meant to 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 Approving 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 8-2 | 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.

## 8.3 Relationship to other statutory policies

### a. Relationship to Municipal Development Plan: Volume 1

This Guidebook (Volume 2, Part 3 of the Municipal Development Plan) contains provisions that are intended to implement the policy direction established by Volume 1 of the Municipal Development Plan. If there is a conflict between the policies herein and the policies of Volume 1 of the Municipal Development Plan, 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. Relationship to local area plans

This Guidebook applies only when a local area plan states that it applies.

The policies of this Guidebook are applied in combination with local area plans.

A local area plan may exempt itself from specific Guidebook provisions (and identify different standards) by describing the exemption in the local area plan. 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.

### 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 Approving 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 Approving Authority to determine the range of what is allowed.
- iii. For Guidebook definitions, refer to the Municipal Development Plan: Volume 1, Part 6 – Glossary.

### 8.3.1 Amendments to existing local area plans

This Guidebook may be implemented through a significant amendment to an existing local area plan. Determining whether this Guidebook should be applied to an amended existing local area plan will be based on the significance and content of the amendment, and may include only a specified area (e.g. Main Street, an identified neighbourhood, Activity Centre, or transit station area) based on community vision and engagement. Amendments to a local area plan for site specific land use amendments will not warrant the application of this Guidebook.

### 8.3.2 Guidance for local area plans

This Guidebook provides a framework for undertaking a local area plan process by providing common policy direction enables consistency and clarity in the application of the policies. To ensure the consistent application of policies, it is recommended that local area plans use a common composition structure. The following composition is suggested to ensure a common approach to local area planning, but is flexible in scope and topic areas to ensure that each local area plan may focus on the unique vision and characteristics of the community.

#### 1. Executive summary

- a. Purpose of the plan.
- b. Plan hierarchy, alignment with the goals and vision of the Municipal Development Plan.
- c. How to use the plan together with the Developed Areas Guidebook.

#### 2. Plan area context

- a. Location in the city, surrounding connections, and orientation.
- b. Attributes and assets
  - i. Opportunities, constraints, geography, amenities, community assets, development patterns, character areas.
  - ii. Municipal Development Plan targets, including jobs and population estimates.

#### 3. Vision and core ideas

- a. Objectives and vision of the plan aligned with the Municipal Development Plan.

#### 4. Land use and built form

- a. Land use concept map that shows all communities included within the local area plan, and highlights Main Streets, Activity Centres, and transit atation areas that are shared in the broader community.
- b. A land use concept map for each community that identifies the location and boundaries of built form categories and building blocks that will achieve the Guidebook and local area plan core ideas.
- c. A map indicating building heights.
- d. Policies that are specific to the individual communities, including:
  - i. Desired features for local neighbourhoods, streets, or defined areas within the community, including heritage resources.
  - ii. Local characteristics pertaining to the applied built form categories or building blocks.
  - iii. Commercial active frontages, where mixed-use activity will be concentrated.

**5. Community amenities and facilities**

- a. The identification of a range of community services, amenities, and cultural resources.

**6. Parks and open spaces**

- a. The identification of existing and new parks, open spaces, and regional pathways

**7. Mobility network**

- a. The identification of mobility needs including:
  - i. Changes to existing road, cycle, and transit networks, and infrastructure to encourage walkability, accessibility, and connectivity.
  - ii. Street and public realm initiatives.
  - iii. Community parking assets and considerations.

**8. Infrastructure and Environment**

- a. Identification of city and site infrastructure needs to support the land use concept.
- b. Identification of environmental infrastructure to support building and site sustainability initiatives.

**9. Interpretation and Implementation**

- a. Direction and implementation of the local area plan.

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## 9 Appendices

### Appendix 1

#### **Building blocks and associated land use districts**

Table 4: Building blocks and associated land use districts is meant to guide the application of land use districts 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 based on 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.

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**Table 4 | Building blocks and associated land use districts**

Category categories	Community			Neighbourhood			Employment		
Building block	High-Density	Centre	Mid-Rise	Mid-Rise	Low-Rise	Limited	Intensive	Industrial	Industrial-Flex
Intent of building block	Community areas are mixed-use and active areas with an urban streetscape. They provide for a wide range and combination of uses mixed vertically and horizontally. They support employment and population growth in locations and at intensities that will support pedestrian, cycling, and transit networks.			Neighbourhood areas are predominantly residential with a residential streetscape, and may include small-scale, local commercial uses. They allow for intensification in a form that respects the scale and character of the community while meeting the needs of a diverse population.			Employment areas propose a range of uses to support economic growth, meet market demand, protect strategic industrial land, and allow for flexible space to meet the future needs of businesses and entrepreneurs. Predominantly located in industrial areas and activity centres.		
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	R-CG M-CG M-C1 M-X1	R-CG R-C1 R-C1s R-C1N R-C2 M-CG	C-COR2 C-COR3 C-O C-R1 C-R2 C-R3 C-C1 C-C2 I-C I-R I-B	I-G I-E C-N1 C-N2 C-C1	Direct Control
Districts appropriate in the building block for specific local use (e.g., civic service, commercial uses)	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-CRI S-CI S-CRI C-N1 C-N2 C-C-1 C-C-2	S-UN S-SPR S-CS S-R S-CRI S-CI S-CRI C-N1 C-N2 C-C-1 C-C-2	S-UN S-SPR S-CS S-R S-CRI S-CI S-CRI C-N1 C-N2 C-C-1 I-R	S-FUD S-TUC S-UN S-SPR S-CS S-CRI S-R S-CI S-URP	S-FUD S-TUC S-UN S-SPR S-CS S-CRI S-R S-CI S-URP	Direct Control

## Appendix 2

### Other relevant City policies

This is not an exhaustive list, but represents other policies that may be applicable. Confirmation of applicable policy will occur through the local area plan process, or through Development Permit or land use applications.

#### 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
- Complete streets policy
- Cycling strategy
- 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

### Local area plan template

Table 5 | Template

Local area plan template		
Introduction	Executive summary	<ul style="list-style-type: none"> <li>• Purpose of the Plan</li> <li>• Plan hierarchy, alignment with the goals and vision of the Municipal Development Plan</li> <li>• How to use the plan together with the Developed Areas Guidebook</li> </ul>
Plan area context	Location	<ul style="list-style-type: none"> <li>• Location, surrounding connections and orientation</li> </ul>
	Context	<ul style="list-style-type: none"> <li>• Opportunities, constraints, geography, amenities, community assets, development patterns, character areas</li> <li>• Municipal Development Plan targets, including jobs and population estimates.</li> </ul>
Vision and core ideas	Plan Area Objectives	<ul style="list-style-type: none"> <li>• Land use concept map showing all communities included, highlighting Main Streets, Activity Centres, and transit station areas</li> <li>• Land use concept map for each community that identifies the location and boundaries of built form categories and building blocks</li> <li>• Building height map</li> <li>• Policies that are specific to the individual communities</li> </ul>
Community amenities and facilities	Identification of a range of community facilities, amenities, and cultural resources	
Parks and open spaces	Identification of existing and new parks, opens spaces, and regional pathways	
Mobility	Identification of mobility needs including changes to existing road, cycle, transit networks, street and public realm initiatives, community parking assets and considerations, and other infrastructure	
Infrastructure and environment	Identification of city and site infrastructure needs to support the land use concept Identification of environmental infrastructure to support building and site sustainability initiatives	
Interpretation and implementation	Direction and implementation of the local area plan	

## Appendix 4

### Application of building blocks

Figure 9-1 | Main Street example



#### Neighbourhood Main Street – Developed 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 9-2 | Transit station area example



### 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.