

Calgary



The

Calgary Plan

Calgary's Municipal Development Plan

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Calgary Building Services

P.O. Box 2100, Station M, Mail Code: 8115

Calgary, AB T2P 2M5

Phone

311 or outside of Calgary 403-268-2489

Fax

403-268-4615

calgary.ca

24-0035816 - CRV-43030

Land acknowledgement

We acknowledge the land and sacred sites of the Indigenous peoples who have lived on and stewarded these lands since time immemorial. We are thankful for the enduring gifts of this land, our source of life.

Calgary is located within the ancestral lands and traditional territories of the Siksikaitstapi comprising of the Kainai, Siksika, Piikani, and Amskaapiikani First Nations, the Îethka Nakoda Wicastabi First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations, and the Tsuut'ina First Nation of the Great Dene Nation. These lands are also home to the Métis Nation of Alberta, Battle River Territory. We acknowledge all First Nations, Inuit, and Métis people who have made Calgary their home.

Common ground exists between Indigenous relationships with the land and water, and the land-based practice of city planning. Working together, we seek to ensure harmonious and sustainable growth while respecting this land and all living beings.

We commit to learning about the unique histories, cultures and perspectives of all Indigenous peoples living in and around Calgary. We also commit to moving forward together to respect and honour Indigenous and non-Indigenous planning practices, worldviews and knowledge systems in stewarding these lands.



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CHAPTER 1

Introducing the Calgary Plan

Calgary: a great place to make a living, a great place to make a life.

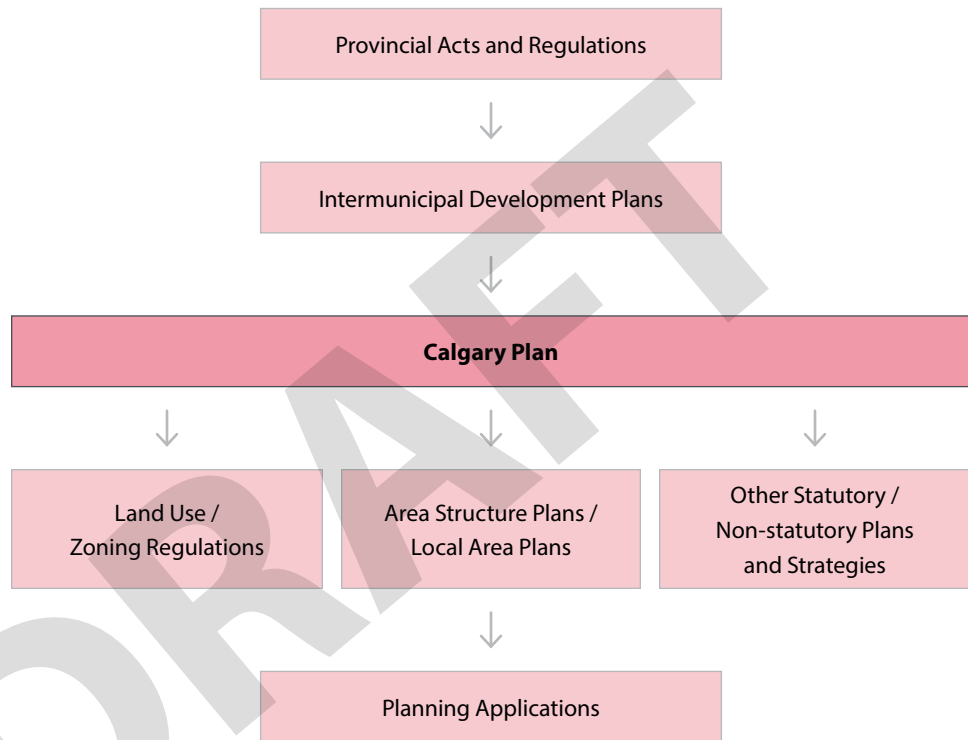
The Calgary Plan is the municipal development plan that guides growth and city building. It is a high-level, long-term, statutory policy document that is required by Alberta's Municipal Government Act (MGA) and sets policies for land use, development, transportation, and the provision of municipal services and facilities.

The Calgary Plan enhances the connections that make this city great, ensuring that Calgary continues to grow responsibly, as a beacon of innovation, diversity and prosperity.

Planning policy hierarchy

The Calgary Plan is aligned with the South Saskatchewan Regional Plan and Intermunicipal Development Plans to coordinate growth and investment with neighbouring municipalities. The City's other planning and strategic documents support the Calgary Plan to ensure all are working together to achieve a shared vision.

Figure 1 – Planning policy hierarchy



How to read this plan

Interpretation

The policies in the Calgary Plan inform planning decisions by providing a citywide level of direction on land use, urban form and mobility. All area structure plans and local area plans must be consistent with the Calgary Plan. In the event of a conflict or inconsistency between the Calgary Plan and an area structure plan or local area plan, the Calgary Plan will prevail. Future reviews of, and amendments to, existing area structure plans and local areas plans will be required to align with the policies of the Calgary Plan.

The policies in Appendix A – The New Community Planning Guidebook provide implementation level guidance that applies to area structure planning in developing areas. In the event of a conflict or inconsistency between the Calgary Plan and Appendix A – The New Community Planning Guidebook, the Calgary Plan will prevail.

Bold font

Defined terms in chapters two through five are identified by **bold font** in the policies with their definitions located in the glossary.

City Structure map

The City Structure map graphically shows how Calgary could grow and change by 2050. It reflects where people currently live and where future growth will be located, outlines the lands needed for industrial areas and their operations, shows the ecological network, mobility network connections and existing and planned infrastructure.

At a high level, the map visualizes the Calgary Plan's policies generally and more specifically policies from Section 2.2 City structure that apply to planning decisions, with local context used to refine these through area structure planning and local area planning processes, which manage growth and shape development at the community level.

Policy language

Must means the policy applies to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

Should means the policy applies to all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation.

May means the policy direction is optional and not required. May statements give permission to do something rather than requiring or limiting action.

The City means The City of Calgary as a municipal government or corporation.

Calgary or the city means the place or physical area of the municipality.

Decision making

The Calgary Plan informs more detailed land use and mobility decisions, such as area structure plans, local area plans, subject area plans, development approvals, other strategies and plans and The City's budget proposals. Planning processes, decision making and implementation will also be supported by evidence based and informed by data-driven tools and approaches.

Goals and outcomes

The Calgary Plan is built upon goals and their outcomes, reflecting input from Calgarians. It establishes a clear framework that connects vision to action. The three goals of people, environment and economy form the foundation from which land use and mobility planning direction is built. Outcomes describe the results the Plan seeks to achieve through its policies, illustrating what success looks like when the goals are realized.

People goal

Calgary is a healthy, vibrant city for everyone.

OUTCOMES

- 1. Travel options for everyone**
Calgarians have safe, accessible and reliable travel options to choose from.
- 2. Affordable public services and amenities**
Public services and amenities are affordable and accessible to Calgarians.
- 3. Affordable and accessible housing**
Calgary has a diverse and affordable housing supply in all neighbourhoods.
- 4. Reliable infrastructure that supports growth and a high quality of life**
Calgary's infrastructure is invested in and maintained. Calgarians can rely on City infrastructure to support everyday activities.
- 5. Recognition and inclusion of Indigenous worldviews**
The Calgary Plan respects and acknowledges Indigenous worldviews and perspectives, and recognizes their contributions to the shared history and present landscapes.
- 6. Welcoming and safe**
Calgary is welcoming for people of all cultures, backgrounds, abilities, ages and incomes, offering safe, year-round opportunities for recreation, arts, cultural expression and social connection.

Environment goal

Calgary respects and protects natural systems.

OUTCOMES

- 1. Thriving natural systems and places**
Calgary's natural systems are preserved, restored and resilient including stewardship that acknowledges Traditional Knowledge and respect of all living things.
- 2. Sustainable water resource management**
Waterway and watershed protection maintains water quality and improves flood and drought resilience supporting the well-being of Calgarians. Water demand management, conservation and water reuse strategies support long-term water security.
- 3. Equitable access to parks and nature**
All Calgarians have access to parks and nature improving their health and well-being.
- 4. Environmentally responsible growth**
Calgary grows in a compact and environmentally sustainable way that preserves land for natural systems and integrates sustainable mobility options in community design.
- 5. Environmental resilience supporting affordable and adaptable communities**
Calgary's natural systems and land use planning and design practices reduce long-term infrastructure costs and mitigate environmental risks, so that Calgary remains affordable and communities face fewer risks from natural hazards..

Economy goal

Calgary's robust, competitive and diverse economy supports innovation and opportunity for everyone.

OUTCOMES

- 1. Fiscally responsible City investments**
Land use planning and service decisions account for the investment needed to support city building and long term infrastructure operations and lifecycle costs.
- 2. Enabling business and economic diversification**
Calgary's economy grows in a way that adapts to and mitigates against future stresses and shocks, while supporting energy transition, strengthening economic diversification and positioning the city to capitalize on new markets and emerging industries.
- 3. Economic participation and opportunity**
Calgary removes barriers so residents can access jobs and services, start businesses and participate fully in economic life across the city.
- 4. A hub for industrial and regional growth**
Calgary is the hub of the regional economy with a thriving industrial sector and efficient goods movement network across the city and connected to regional, national and international networks.
- 5. Connecting people to jobs and daily needs**
Mobility networks conveniently and affordably connect people to employment, education and amenities.
- 6. A city that attracts people and investment**
Calgary's natural landscapes, parks, recreation facilities, arts and cultural amenities make the city a place where people want to live, work and visit, supporting talent attraction and economic growth.



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CHAPTER 2

Growing Calgary

Calgary is growing – more people, more businesses, more opportunities. A compact, complete and contiguous approach to development supports an environmentally, socially and economically sustainable city. Calgary's city structure focuses growth around transit, supports a competitive supply of industrial land, and uses thoughtful design, public art, heritage conservation and resilient building practices to build on what makes Calgary special as it grows.

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2.1

Growth

Growth provides opportunities for investment, innovation and economic activity while adding energy and vibrancy to Calgary. There are more people to patronize local businesses, start new endeavours and support public institutions and spaces (schools, recreation centres, parks, arts and culture and more).

To maximize the opportunities that come with growth, consideration of how to grow in strategic ways is essential. Strategic growth carefully considers demands on Calgary's natural systems, leverages existing and planned infrastructure and investments, and concentrates activity near the primary transit network. This encourages more homes and businesses where amenities and services already exist, while supporting growth in new areas where it is most responsible.

All areas of Calgary will need to accommodate growth over time. Over the next 30 years, the Calgary Plan's land use and intensification pattern can accommodate more than Calgary's projected growth within the 2026 city limits. A balanced growth approach targets 50 per cent of net new housing units be built in redeveloping areas. While development will look different in different areas, all areas will experience change.

2.1.1

Strategic growth objectives

Growth is good for Calgary. It supports the local economy, bolsters global competitiveness, enhances vibrancy and increases access to Calgary's high quality of life to more people. Growth also comes with costs and risks that must be strategically managed to ensure it supports positive social, environmental and financial outcomes for Calgarians.

Communities where people can easily live, work and shop provide a range of housing and uses connected to park and mobility systems. The most efficient form of growth focuses the highest densities and the greatest mix of uses around primary transit network, enabling more Calgarians to live closer to and access their daily activities with greater mobility choice.

Planning decisions need to include an understanding of the demands of growth on City finances and infrastructure to ensure developments are fiscally responsible, serviceable and achieve the high quality of life Calgarians expect. Financially responsible growth evaluates growth decisions alongside infrastructure and operating costs to reduce risk and maximize the benefits that growth offers. Redeveloping areas provide opportunities for efficient

growth because infrastructure is often already in place and existing amenity networks support new residents, although upgrades may still be required. Developing areas can accommodate growth on a larger scale, but require careful financial and environmental cost considerations.

Strategic growth policies

- a. All **redeveloping areas** must accommodate growth and change.
- b. The City should maintain a three- to five- year supply of serviced land, a 15-year supply of planned land and a 30-year land supply for future growth within municipal boundaries.
- c. Growth approvals and investment decisions should be informed by the impact a decision will have on relevant Calgary Plan indicators.
- d. Citywide growth monitoring data and growth forecasts should be developed, maintained and made available to support **area structure planning, local area planning** and long-range infrastructure planning.

- e. **Development** should be planned to be compact, contiguous to existing **development**, readily serviced by emergency services, connected to required infrastructure networks and ensure there is adequate capacity in all required infrastructure networks.
- f. Neighbourhoods should evolve to reflect the changing needs of Calgarians and support a range of housing choice with new **developments** thoughtfully integrated into their surroundings, with attention paid to the area’s heritage, ecological functions, transit access and envisioned **development** potential through **area structure plans** and **local area plans**.
- g. The highest densities of housing, employment uses, shops, services and other amenities should be located within 400 metres of the existing or planned **primary transit network**.
- h. All areas should have an interconnected mobility system for direct, efficient and safe **walking, wheeling** and transit, in addition to a **park system** for access to nature and recreation.
- i. Infrastructure, including public spaces, mobility networks and public facilities, should be planned and adapted to accommodate growth.
- j. The City should renew municipal infrastructure through planned reinvestment, guided by asset condition, risk, service levels, growth, professional standards and budgets.
- k. Growth decisions should consider impacts to water demand and availability, air quality and **natural areas**.
- l. The City should consider relaxations to land use regulations to encourage **community** design and **development** that demonstrates **climate mitigation** or adaptation actions.
- m. Growth investments in **redeveloping areas** should be prioritized over growth investments in **developing areas**.
- n. Growth in **developing areas** must demonstrate financial and environmental sustainability in alignment with The City’s long-range financial and environmental plans and strategies.
- o. Growth approvals in **developing areas** should prioritize land that is immediately serviceable by existing infrastructure or planned infrastructure that is funded and anticipated to be delivered in the current business cycle.
- p. For capital and operating investment decisions requiring municipal funding to support growth, The City should consider municipal financial risk and capacity, including expected benefits and costs of growth.

2.1.2

Housing

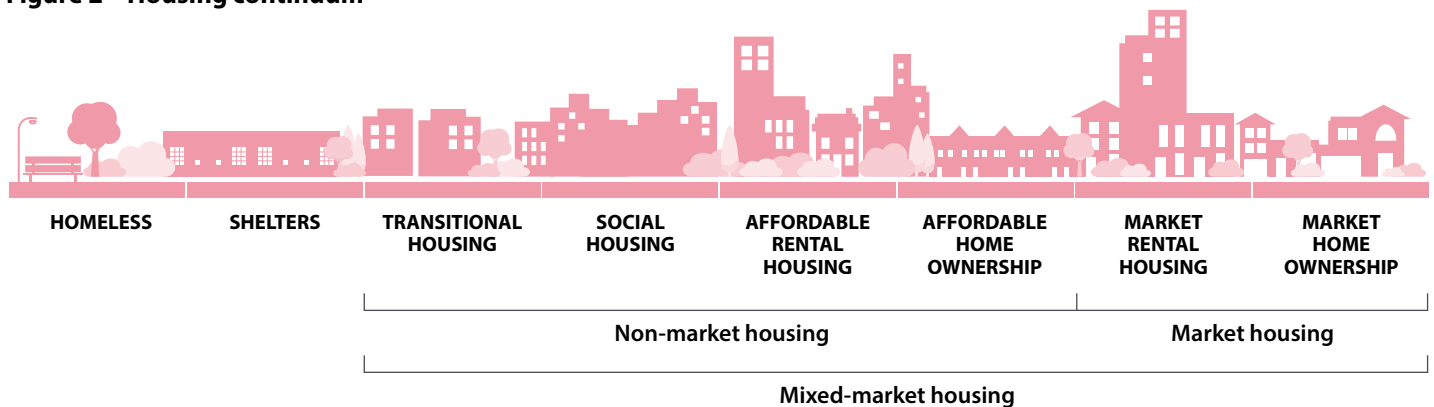
As a rapidly growing and increasingly diverse city with evolving demands, Calgary faces significant pressure to provide enough housing for everyone. Calgary’s housing supply must offer options to meet the needs of all Calgarians, including both market and non-market housing (refer to Figure 2).

Incorporating a diverse range of housing types in both developing and redeveloping areas helps Calgary adapt to changing household needs and trends, while supporting the viability of local services, amenities and public transit options.

Housing policies

- a. The City should support **housing affordability** by facilitating a broad range of housing types, tenures (ownership and rental), and forms across the city.
- b. The City should allow a diversity of housing types in all neighbourhoods through supportive land use and mobility planning policies, processes and regulations.
- c. The City should target a minimum of 15 per cent **non-market housing** within each **area structure plan** and **local area plan** area.
- d. A mix of housing types should be located in areas with access to **equitable**, affordable and efficient travel options, public services and amenities.
- e. The City should minimize the loss of existing **non-market housing** and the displacement of existing residents when additional land is required for major infrastructure projects.
- f. The City may acquire and use City-owned land to create **non-market housing** and **mixed-market housing development** when it balances housing needs against other City needs and focuses on areas of the city with a shortage of **non-market housing**.
- g. The City may sell or lease City-owned land to contribute to **non-market housing** or **mixed-market housing development**.
- h. The City should support innovative designs, construction or modifications for new and existing housing types, including accessible and **modified housing units**.
- i. The City should support **low-carbon** and climate-resilient design and construction of new housing **developments** and housing retrofits using **low-carbon** and climate-resilient materials and methods.
- j. The City should partner with other orders of government, non-governmental agencies, service providers and developers to maximize housing funding and investment.
- k. The City may partner with **Indigenous peoples** and housing organizations to address unmet housing needs and increase the supply of housing for Indigenous people within Calgary.

Figure 2 – Housing continuum



2.1.3

Economic growth and participation

Economic growth and employment opportunities across a range of industry sectors support Calgary's prosperity. Supporting economic health requires the land base, infrastructure and amenities to enable a range of businesses at different scales to participate in the local, regional, national and global economies. A diversified tax base, balancing residential and non-residential assessment, strengthens the City's long-term fiscal resilience and reduces the tax burden on any single sector. The City can help foster economic growth and participation through user friendly processes that make it easy for new businesses to get started and enabling land use plans that accommodate growing businesses.

- e. The City should encourage retail, commercial and employment uses in all **neighbourhood areas**.
- f. The City should support food production, including long-term **urban agriculture** and agri-tourism, throughout the city.
- g. The City should support childcare facilities throughout the city.
- h. The City should support arts and culture throughout the city, including co-locating with other uses that are suitable and mitigate negative impacts.

Economic growth and participation policies

- a. The City should support economic diversification and enable new and existing innovative, emerging technologies, sectors, businesses and manufacturing activities to grow and thrive.
- b. City processes should be user friendly and supportive of new and small businesses.
- c. City processes and policies should be developed with the intention of creating opportunities for **Indigenous peoples**, and **equity-denied groups**, to participate in the local economy.
- d. The City should encourage retail and local commercial growth, particularly around **transit stations** on the **primary transit network**.

2.2

City structure

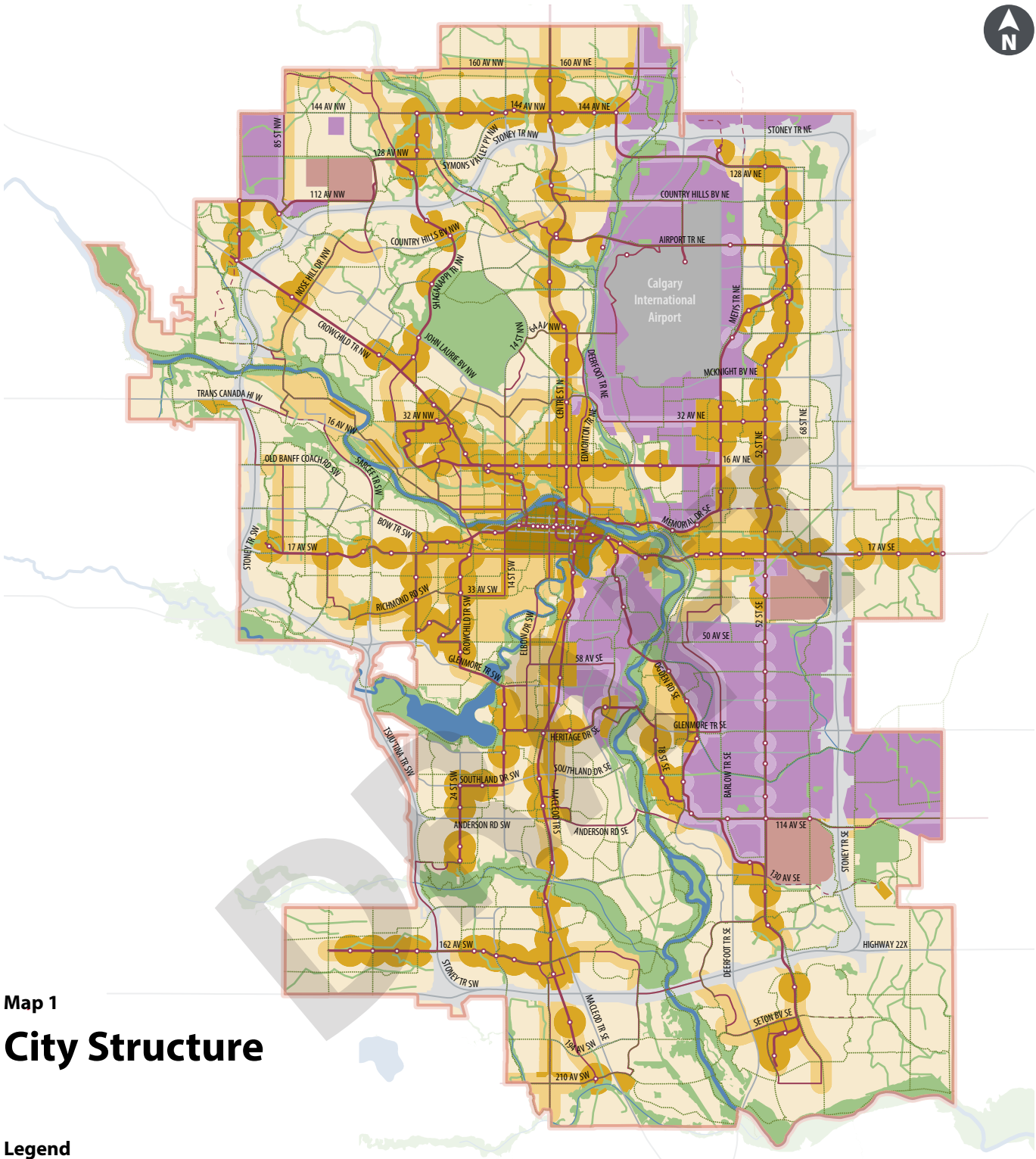
The City Structure map depicts a conceptual land use structure along with existing and potential transportation networks and infrastructure for the city as a whole. It communicates the focus on growth around transit, reinforcing industrial areas and creating connected ecological and mobility networks.

The city structure defines six land use and built form areas with each playing a different role in accommodating growth and change. There are four neighbourhood categories: Greater Downtown, Neighbourhood – High Activity, Neighbourhood – Moderate Activity and Neighbourhood – Low Activity, and two industrial categories; Industrial – Core and Industrial – Mixed.

The greatest opportunity for density and mixes of uses occurs in the Greater Downtown followed by Neighbourhood – High Activity areas. Neighbourhood – High Activity areas are anchored around transit stations. Neighbourhood – Moderate Activity areas typically located centrally and along primary transit routes, accommodate additional density and mixed uses, but to a lesser extent. Lastly, Neighbourhood – Low Activity areas, though mostly residential, provide some opportunities for commercial centres and denser developments in strategic areas.

Industrial lands play a critical role in Calgary's economy by supporting economic activity, providing high-quality jobs, diversifying the property tax base and enabling the production and distribution of goods required by Calgarians. Accordingly, these lands should be protected. Calgary's two industrial areas reflect different levels of intensity: Industrial – Core areas prioritize heavy industrial uses and strictly limit non-industrial activities, while Industrial – Mixed Use areas maintain an industrial focus but allow a broader mix of uses.

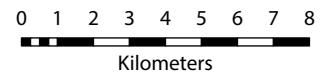
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Map 1
City Structure

Legend

- | | | | |
|-----------------------------------|--------------------|---------------------------------|--------------------------------------|
| Greater Downtown | Industrial – Core | Transportation Utility Corridor | Primary transit network |
| Neighbourhood – High Activity | Industrial – Mixed | Water | Primary transit network - conceptual |
| Neighbourhood – Moderate Activity | Landfills | Major wheeling network | Roads |
| Neighbourhood – Light Activity | Ecological Network | Primary transit network - rapid | |
| Airport | | | |



2.2.1

Greater Downtown

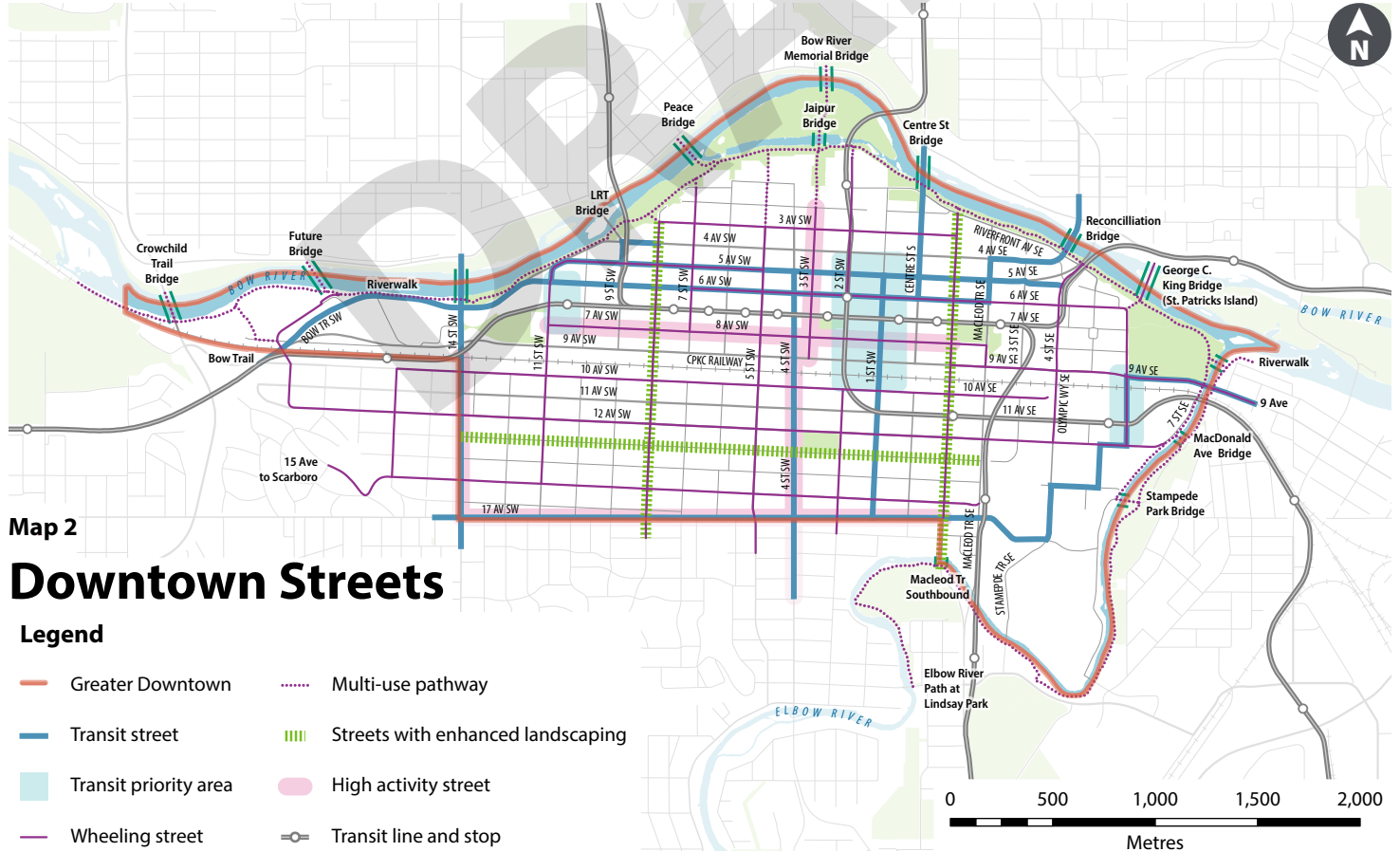
The Greater Downtown is a hub of mobility, commerce, employment, entertainment, arts and culture, festivals and urban living. It is a dynamic and fast-growing area and often the first home for many new Calgarians and Canadians. Thriving neighbourhoods (Beltline, West End, Eau Claire, Chinatown, the Downtown Core and East Village) contribute to the Greater Downtown's attractiveness to live, work, visit, play and celebrate. A strong Greater Downtown benefits from highly walkable, mixed-use neighbourhoods connected to city and regional mobility networks, natural systems and high activity areas.

General Greater Downtown policies

- a. **Greater Downtown** should achieve a minimum of 60 per cent of travel occurring by transit, walking and wheeling.
- b. **Walking** should be prioritized over other travel options by providing a high-quality, connected network that increases the street space dedicated to people walking, reducing vehicle-pedestrian

conflicts and providing direct routes, wayfinding and amenities.

- c. The City should increase the amount and quality of public space in the **Greater Downtown**.
- d. Downtown vibrancy should be encouraged by supporting festivals, events and activations on streets and public spaces.
- e. The Plus 15 Network should be a part of the **walking** network with clearly identified, safe and accessible connections between destinations.
- f. New **vehicle-oriented** building forms, uses and designs should not be allowed in the **Greater Downtown**
- g. The City should continue to support the **Greater Downtown** as a hub for business, living, culture, innovation, education, entertainment, **community** life, recreation and social services.
- h. **Development** should reduce shadowing on the Bow and Elbow Rivers, and their **parks** and pathways.



Map 2
Downtown Streets

Legend

- Greater Downtown
- Transit street
- Transit priority area
- Wheeling street
- Multi-use pathway
- ▨ Streets with enhanced landscaping
- High activity street
- Transit line and stop

The following policies apply on streets as identified on the Downtown Streets map (Map 2):

High activity street policies

High activity streets are vibrant places where activity and movement take place at a human scale and low speed. The interaction between the private and public space is seamless with lighting, street furniture and public art.

- i. Public spaces should be safe and accessible to enhance the overall experience for people **walking**.
- j. Shops, restaurants and other retail uses should have direct access from the sidewalk with no parking between the front of the building and the sidewalk.
- k. Driveway access and commercial vehicle loading areas should be infrequent, and designed to protect people **walking** and only allowed when there is no access from a lane.
- l. Passive functions with views of the sidewalk and street should be adjacent to the street such as cafes, patios, sidewalk shopping, seating areas and gathering spaces.
- m. Transit operations should be accommodated along the high activity streets that coincide with transit streets.

Transit street policies

All identified transit streets will enable efficient movement of transit vehicles while providing safe, comfortable and accessible customer waiting areas.

- n. **Transit priority measures** should be used to accommodate high volumes of transit traffic.
- o. **Transit station** and bus stop infrastructure may be incorporated into the surrounding buildings.
- p. **Transit stations** should be integrated with the public realm, considering factors like architectural style, the flow of people **walking** and nearby amenities.
- q. Driveway access and commercial vehicle loading areas should be infrequent and designed to protect people **walking**, and only allowed when there is no access from the lane.

Transit priority areas policies

Transit priority areas are places where a high volume of transit customers are connecting between routes. These busy places facilitate transfers and should provide safe, comfortable and accessible customer waiting areas.

- r. **Walking** connections between transit lines, regional transit and other travel options should be as direct as possible.
- s. Transit priority areas should be accessible, comfortable and safe by implementing measures such as lighting, clear signage and designated waiting areas.
- t. Wayfinding should be clear and intuitive to guide people to nearby transit routes and local destinations.

Streets with enhanced landscaping policies

Streets with enhanced landscaping are streets that connect parks and open spaces with the river valley. These streets offer connections to nature and prioritize space for trees and planting.

- u. Street trees, **green stormwater infrastructure**, linear **parks** and **naturalized** landscape areas should be integrated into landscaped areas.
- v. Connectivity between the **park system**, including river pathways, should be enhanced.
- w. The City should promote biodiversity within the **Greater Downtown**.

Wheeling street policies

Wheeling streets provide a connected network for people moving at a speed higher than walking and lower than vehicles. This network offers a safe and convenient way to move throughout the Greater Downtown.

- x. A network of protected lanes and pathways should be planned, designed and built to ensure the safety and comfort of people **wheeling**.
- y. Traffic calming, enhanced intersections and other safety measures should be implemented to create a safer travel environment.
- z. End-of-trip infrastructure, including bike and e-scooter parking, secure storage or repair facilities, should be provided to facilitate reliable, safe and convenient parking for **wheeling** devices.

2.2.2

Neighbourhood – High Activity

Neighbourhood – High Activity areas are either within 600 metres of a transit station, along a bustling main street or in areas with significant concentrations of housing, employment, and/or institutional uses. These areas draw people locally, citywide and beyond.

Given their location and draw, Neighbourhood – High Activity areas can expect significant growth, an increasingly diverse mix of uses, greater concentrations of amenities and the largest range of building scales. Connected transit, walking, wheeling and driving networks make it easy to reach destinations across the city. Patterns of density, building scale and land uses are defined through area structure planning and local area planning processes. The intensity targets outlined do not limit growth and are not to be considered maximums in areas where targets are met.

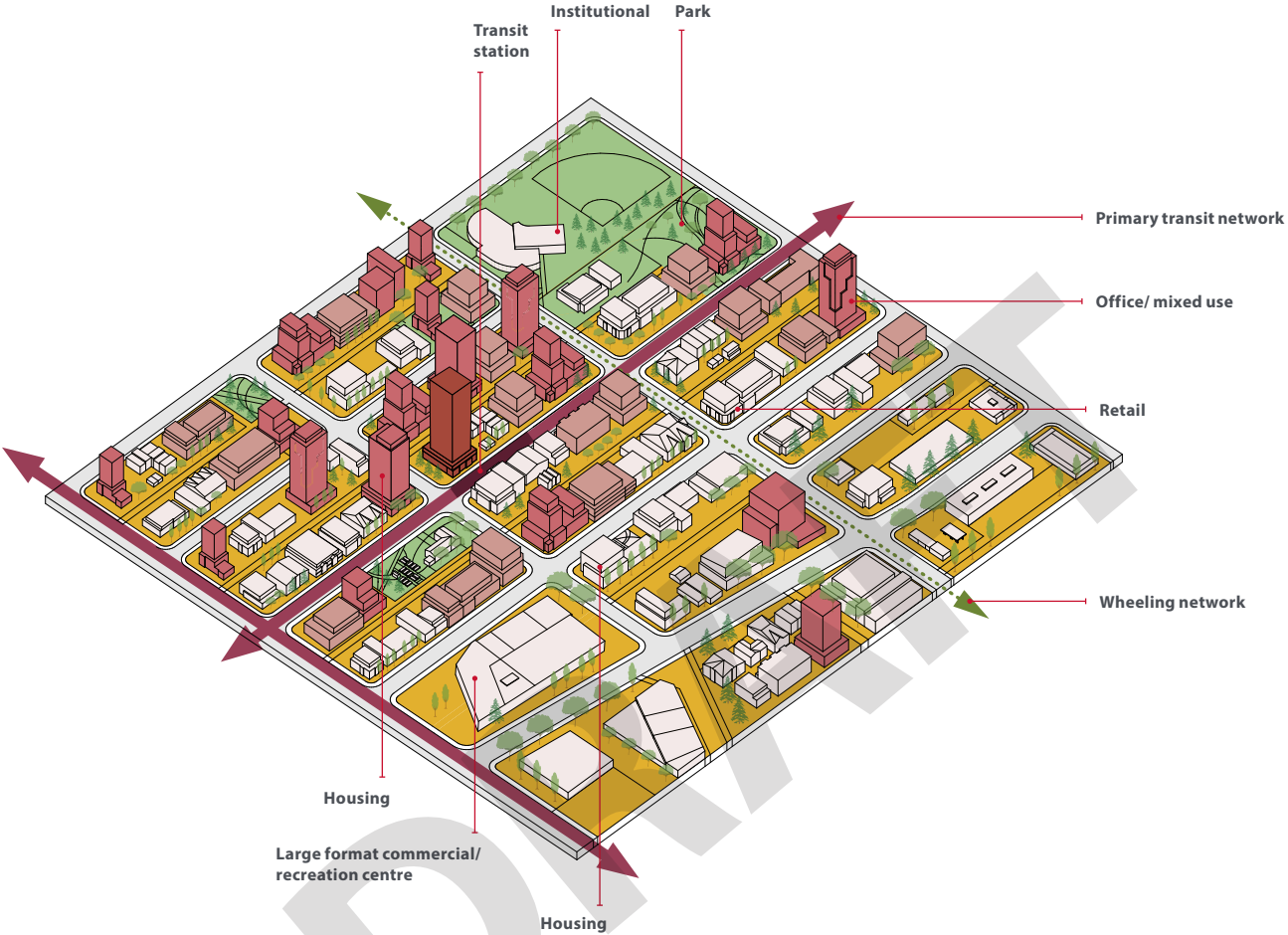
Neighbourhood – High Activity policies

- a. In **redeveloping areas**, a **local area plan** should be used to plan Neighbourhood – High Activity areas to achieve intensities greater than 150 people and jobs per gross developable hectare within the Neighbourhood – High Activity area.
- b. In **developing areas**, Neighbourhood – High Activity areas should be planned and developed to achieve intensities greater than 150 people and jobs per gross developable hectare.
- c. Neighbourhood – High Activity areas should allow a broad range of uses including housing, institutional, retail, office, arts and culture, **urban agriculture** and employment concentrations to support citywide and local demand.
- d. **Light industrial** uses may be located in a Neighbourhood – High Activity area when near transit and where allowed by an **area structure plan** or **local area plan**.
- e. City owned spaces should be designed to support increased demand and use from population growth.
- f. Neighbourhood – High Activity areas should allow

a mix of high, mid and low **building scales**.

- g. The highest **building scale** may be appropriate at locations in close proximity to a **transit station** and when identified in an **area structure plan** or **local area plan**.
- h. Lower **building scales** may be appropriate in contexts further from **transit stations** or in areas with poor connectivity, topographical barriers or other impediments that limit opportunities to support additional growth.
- i. Active frontages should be encouraged in areas with the greatest activity.
- j. New **vehicle-oriented** building forms and designs should not be allowed in Neighbourhood – High Activity areas. Exceptions may be appropriate if identified in an **area structure plan** or **local area plan**.
- k. **Walking** and **wheeling** networks should be improved to be higher quality, support more use and provide better connection to destinations, especially **transit stops**.

Figure 3 – Neighbourhood – High Activity



Building scales



Limited
Buildings of three storeys or less.
Examples consist of small-scale homes (such as single-detached homes, semi-detached homes and rowhouses).



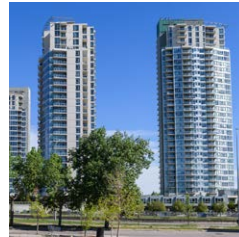
Low
Buildings of six storeys or less.
Examples include apartments, stacked townhouses or mixed-use buildings.



Mid
Buildings of 12 storeys or less.
Examples include apartments, offices and mixed-use buildings



High
Buildings of 26 storeys or less.
Examples include apartment, condo or office towers.



Highest
(27+ storeys)
Examples include apartment, condo or office towers.

2.2.3

Neighbourhood – Moderate Activity

Neighbourhood – Moderate Activity areas are typically within 400 metres of the primary transit network (in contrast to High – Activity areas, which are located within 600 metres of a transit station). They also include some of Calgary's older, redeveloping communities that have a street grid providing walking and wheeling connections to transit and local destinations. These areas mostly serve local needs, but may have destinations that attract people city-wide.

In appropriate areas, growth can include a range of uses and concentrations of local amenities, with building scales ranging from low to mid-rise. The density, building scale and land uses of specific sites are defined through area structure planning and local area planning processes.

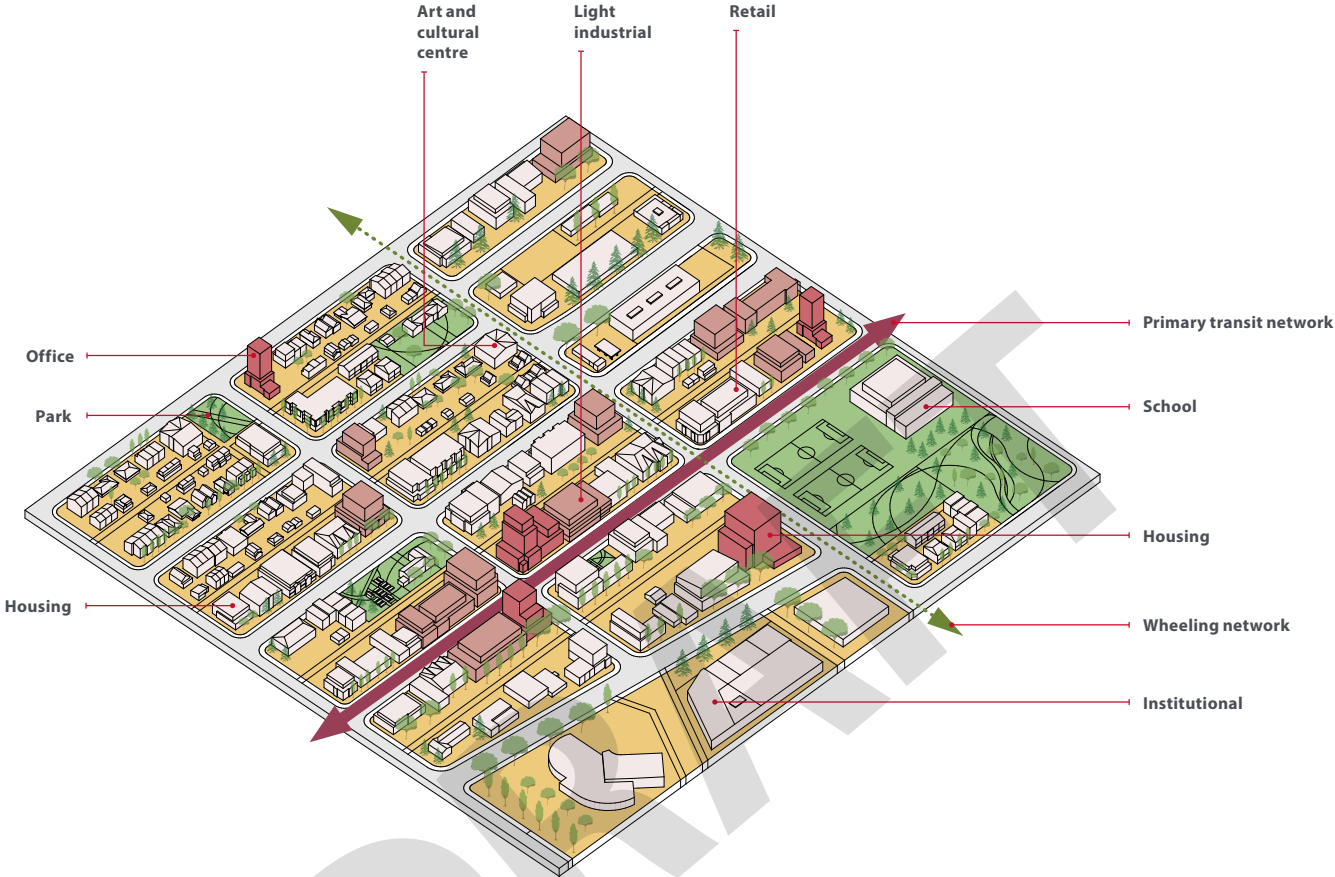
Overall, these areas present opportunities for growth, housing diversity and mixed land uses, supported by strong walking, wheeling and transit connectivity. The intensity targets outlined do not limit growth and are not to be considered maximums where targets are met.

Neighbourhood – Moderate Activity policies

- a. In **redeveloping areas**, a **local area plan** should be used to plan Neighbourhood – Moderate Activity areas to achieve intensities greater than 100 people and jobs per gross developable hectare within the Neighbourhood – Moderate Activity area.
- b. In **developing areas**, Neighbourhood – Moderate Activity areas should be planned and developed to achieve intensities greater than 100 people and jobs per gross developable hectare.
- c. Neighbourhood – Moderate Activity areas should allow a broad range of uses including housing, institutional, retail, office, arts and culture, **urban agriculture** and employment concentrations to support local demand.

- d. **Light industrial** uses may be located in a Neighbourhood – Moderate Activity area when near transit and where allowed by an **area structure plan** or **local area plan**.
- e. City-owned public spaces should support increased demand from population growth.
- f. Neighbourhood – Moderate Activity areas should allow a mix of limited, low and mid-**building scales** (refer to Figure 4) or the range of scales defined in the relevant **area structure plan** or **local area plan**.
- g. Higher **building scales** may be appropriate if the building has appropriate transitions to adjacent buildings or when identified in an **area structure plan** or **local area plan**.
- h. Active frontages should be encouraged in areas with the greatest activity.
- i. **Walking** and **wheeling** networks should be improved to be higher quality, support more use and provide better connection to destinations, especially **transit stops**.

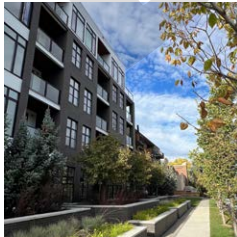
Figure 4 – Neighbourhood – Moderate Activity



Building scales



Limited
Buildings of three storeys or less.
Examples consist of small-scale homes (such as single-detached homes, semi-detached homes and rowhouses).



Low
Buildings of six storeys or less.
Examples include apartments, stacked townhouses or mixed-use buildings.



Mid
Buildings of 12 storeys or less.
Examples include apartments, offices and mixed-use buildings

2.2.4

Neighbourhood – Light Activity

Neighbourhood – Light Activity areas are largely residential with limited opportunities for commercial and institutional uses. These uses should support the community and local economy helping people to meet their daily needs easily. Additional uses to supplement residential can allow people to easily walk and wheel around these areas to meet many of their daily needs, accessing parks, local shopping and other services. In contrast to the other neighbourhood areas, Neighbourhood – Light Activity areas measure density by gross developable residential hectare to focus on housing density rather than both housing and job intensity like the Neighbourhood – High and Moderate Activity areas.

Modest growth in these areas will occur over time at low to moderate densities with the highest intensities concentrated along corridors and within commercial areas. Growth will be more gradual and transition towards areas of higher activity. Patterns of density, building scale and land uses are defined through area structure planning and local area planning processes.

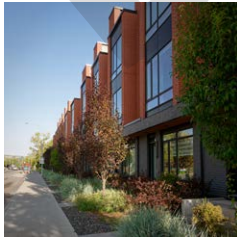
Neighbourhood – Light Activity policies

- a. Any new **area structure plans**, or new amendments to **area structure plans**, must identify Neighbourhood – Light Activity areas as having a minimum density of 25 housing units per gross developable residential hectare.
- b. Neighbourhood – Light Activity areas should enable **development** of limited and low-**building scales** (refer to Figure 5).
- c. **Building scales** greater than low may be appropriate if the building has appropriate transitions to adjacent buildings or when identified in an **area structure plan** or **local area plan**.
- d. Neighbourhood – Light Activity areas should allow a broad range of uses including housing, institutional, retail, office, arts and culture, **urban agriculture** and employment concentrations to support local needs.
- e. Uses that attract significant activity from outside the local area should be discouraged. **Area structure plans** or **local area plans** may identify areas where these uses are appropriate based on local context.
- f. **Walking** networks should be improved to be higher quality, support more use and provide better connection to destinations, especially **transit stops**.

Figure 5 – Neighbourhood – Light Activity



Building scales



Limited
Buildings of three storeys or less.
Examples consist of small-scale homes (such as single-detached homes, semi-detached homes and rowhouses).

Low
Buildings of six storeys or less.
Examples include apartments, stacked townhouses or mixed-use buildings.

2.2.5

Industrial

Industrial areas promote a strong industrial sector that supports jobs, services and tax revenue, contributing to long term economic resilience. They accommodate existing and future industrial land needs while enabling business growth, investment and job creation.

These areas foster innovation and entrepreneurship. Where non-industrial uses are considered, they should be limited and designed to support employment and innovation without negatively impacting the industrial function and efficiency of the area.

Industrial – Mixed areas are generally located within 400 metres of a rapid transit station or 200 metres of the Primary Transit Network, with industrial activities remaining the primary use. They allow greater flexibility for carefully chosen non-industrial uses, recognizing that industrial characteristics vary by location (for example, some areas may be more industrial–commercial in nature, while others may include heavier industrial activities that are less suitable for non-industrial uses).

Industrial – Core areas are intended first and foremost to accommodate a broad range of industrial uses at different scales, from light to heavy, supported by an effective goods movement network. They typically require separation from residential areas and regional commercial destinations to allow industrial operations to function efficiently with minimal land use conflict.

General industrial policies

The following policies are applicable to both Industrial – Mixed and Industrial – Core.

- g. The City should encourage the co-location of complementary industrial and employment uses at a variety of intensities, scales and sizes to foster synergies, build cooperative relationships and strengthen competitiveness, while preventing non-industrial uses that could compromise the industrial function of the area.
- h. The City should support **circular economy** practices that allow businesses and industry to thrive and innovate.
- i. Industrial sites should have efficient connections to the goods movement network and support the transfer of goods between road, rail and air.
- j. Multiple travel options, including transit, **walking** and **wheeling** networks, should be available for workers to connect to their jobs safely, conveniently and consistently.
- k. The City should encourage climate-resilient infrastructure, innovative design and renewable energy for large sites and buildings with expansive roofs.
- l. Regional recreation and sport facilities may be located in industrial areas where extensive land needs require it, provided that the **development** does not constrain existing or planned industrial operations or access to the goods movement network, and where it does not result in the loss of strategically important industrial lands.

Industrial – Mixed policies

- m. Industrial – Mixed areas should support industrial **development** as the primary land use, and limit non-industrial **development** to protect land for future industrial uses.
- n. Contextual, non-industrial **developments** that support industrial **development** are appropriate when:
 - i. Located on lands in close proximity to Neighbourhood Areas and the **primary transit network**.
 - ii. Supporting the industrial focus of the area and create diverse employment opportunities.
- o. Industrial uses should be retained that provide access to the goods movement network. Limited non-industrial uses may be considered where they do not negatively impact the function, capacity, or safety of the goods movement network nor undermine the industrial function of the area.
- p. Additional noise reducing buffers and landscaping areas for new construction of non-industrial **developments** should be provided when located adjacent to existing industrial **development**, especially those with extensive outdoor storage and activities.

Industrial – Core policies

- q. Industrial – Core areas should be for industrial operations, particularly on parcels five hectares or larger that are vacant or include **heavy industrial** activities.
- r. Ancillary non-industrial uses in Industrial – Core areas may be allowed to support the industrial function of the area and support the day-to-day needs of area businesses and their employees.
- s. Industrial – Core areas must not allow new standalone multi-residential, office, regional retail, religious facilities, educational institutions or any use that impacts industrial operations of the area.
- t. The land supply of Industrial – Core should be increased near the goods movement network and across city boundaries in consultation with neighbouring municipalities.

Figure 6 – Industrial – Mixed

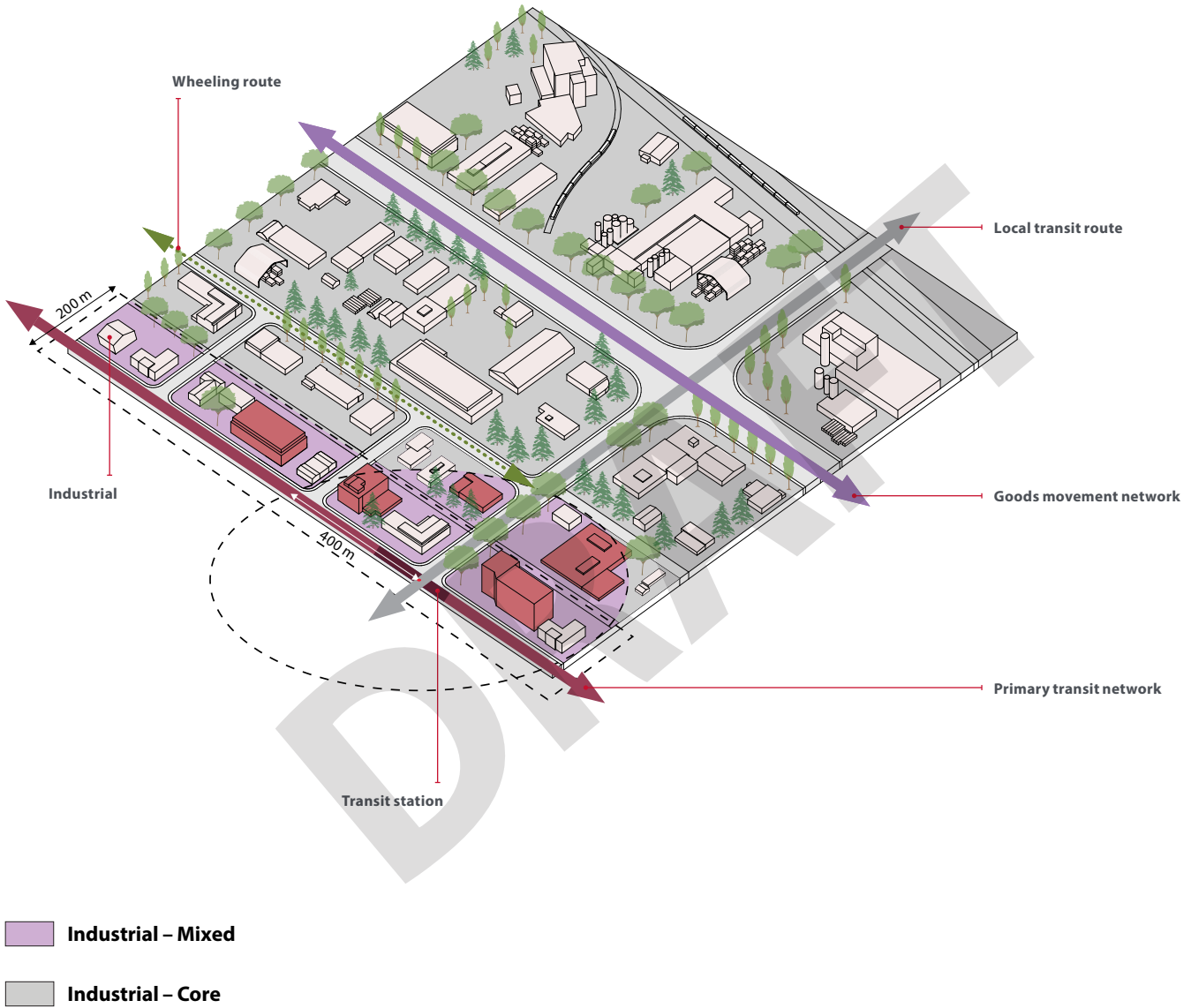
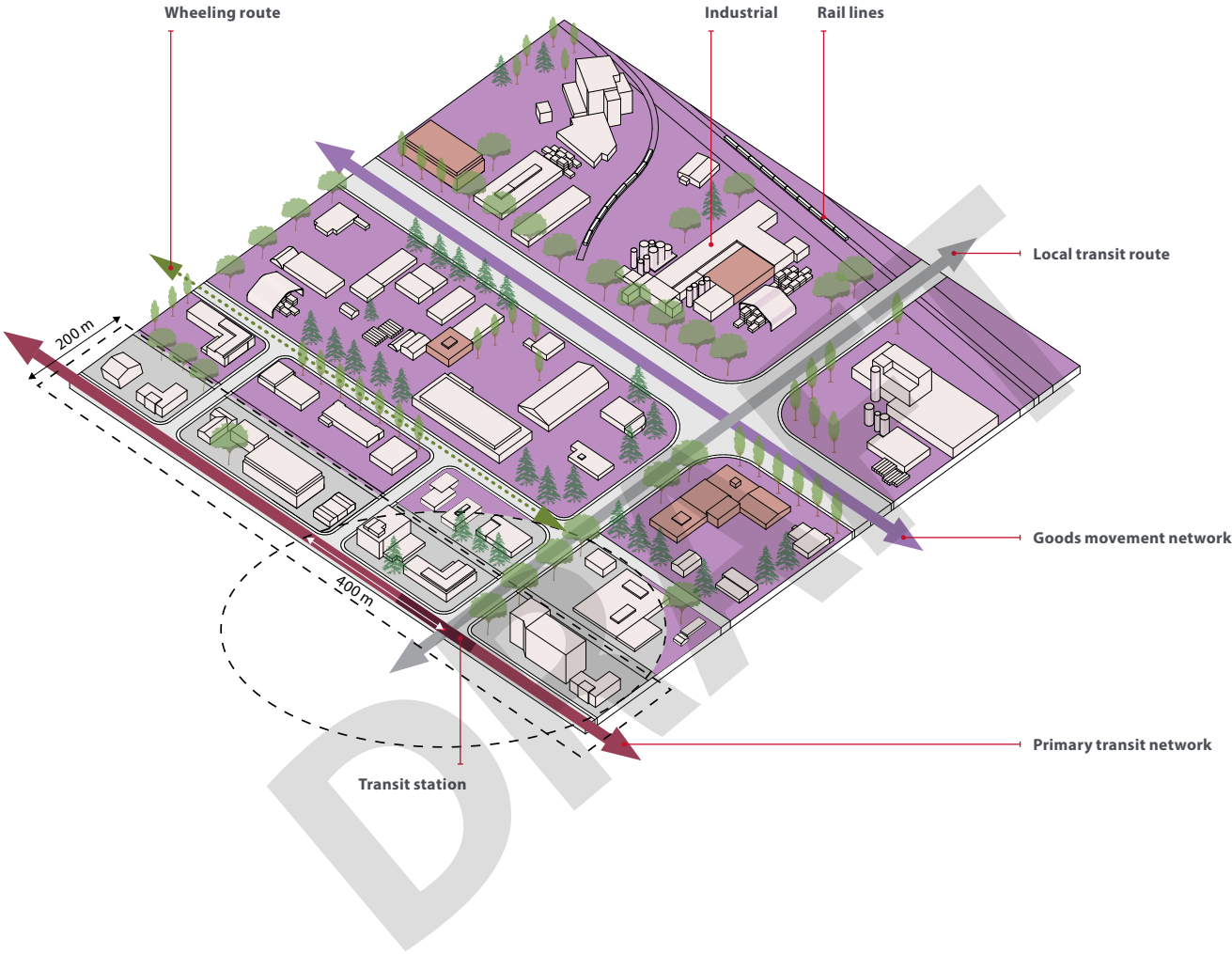


Figure 7 – Industrial – Core



- Industrial – Core
- Industrial – Mixed

2.3

Urban form

Calgary is shaped by its buildings and public spaces. Urban design is responsible for the look and feel of the city, reflected in the public realm, sites and architecture, which should not only be visually engaging but also comfortable, functional and accessible. The urban design principles guiding this approach are shown in Figure 9.

Urban form also reflects and protects Calgary’s heritage through stewardship of significant landscapes, buildings and spaces. Additionally, public art in all its forms further enriches the city by adding identity, creativity and interest to everyday places. The design of buildings and spaces impacts Calgary’s ability to mitigate and adapt to climate change, ultimately having a direct connection to the health of residents.

2.3.1

Public realm design

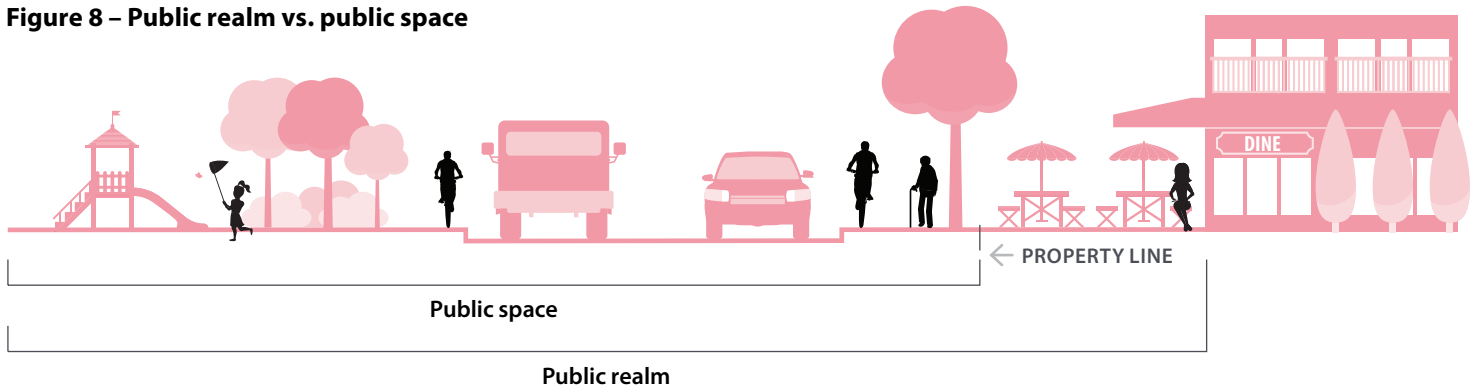
The public realm consists of privately or publicly owned outdoor spaces that people can access. It includes streets, plazas, parks and more. A successful public realm needs to complement the buildings it is adjacent to, offer a comfortable space for people to be in, and be accessible to those with a range of abilities.

The public realm can offer flexibility in how spaces are designed and used. For example, there are opportunities to meaningfully integrate diverse cultural expression and nature throughout the public realm and program these spaces for a range of uses, art, festivals, events and gatherings. Calgary’s public realm strives to be high quality, accessible, attractive, safe and functional, supporting a range of needs.

Public realm design policies

- a. The public realm, including civic facilities, **transit stops**, and mixed-use commercial **developments** should be comfortable, safe and accessible.
- b. For civic facilities, mixed-use and commercial **developments**, the public realm should consider public art and festival and event areas, including scalable gathering spaces in the design, enabling a range of activities.
- c. Publicly accessible privately owned spaces should be encouraged in large private **developments** including institutions, campuses, large residential **developments** and business **parks**.
- d. Public spaces and publicly accessible privately owned spaces should incorporate natural features, trees and pervious surfaces, shelter users from heat, weather and noise, and support a range of uses that consider, sun exposure and wind.
- e. Public spaces should have access to accessible basic amenities within **walking** distance.
- f. The public realm should be designed to be inclusive, reflecting a diversity of identities, cultures and activities, and foster positive social interactions.

Figure 8 – Public realm vs. public space



2.3.2

Site design

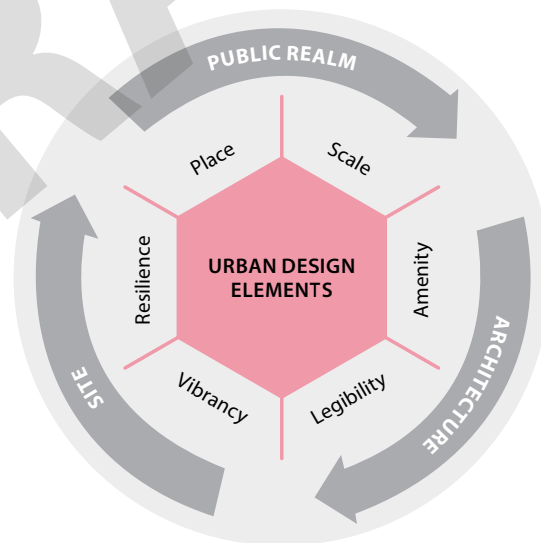
Designing a site requires thoughtful consideration of the layout and orientation of buildings, the interaction of the site to the public realm, the treatment of outdoor spaces and the movement of people through the site. Site design provides opportunities to integrate nature and private amenity space that offer shade, cooling and distinctive design elements. To achieve a connected, comfortable and resilient design, sites need to interface comfortably with the public realm, allow for efficient access and provide appropriate transitions, considering the future context of the immediate area.

Site design policies

- a. **Development** sites should be designed to integrate with the current and future planned context, by offering site design that responds to the public realm, block patterns, site access, mobility networks and the **park system**.
- b. Large **developments** should incorporate landscaped, shared amenity spaces with connections to streets and nearby public spaces and small block sizes to improve **walking** and **wheeling** connections between the site and the surrounding areas.
- c. **Development** sites adjacent to **natural areas** may consider providing space to support interconnected corridors of **urban forest** and natural habitat, reflect the local landscape, utilize the available views and vistas, and incorporate local historical interpretive elements including Indigenous worldviews and cultural groups perspectives.
- d. Unique architectural, topographical, landscape, scenic, ecological, recreational or cultural elements should be identified and integrated in site design.
- e. Sites should be designed to provide opportunities for longevity and adaptation to different uses through spatial configuration, materials and sustainable features.
- f. New **developments** should design interfaces to

- provide a transition to adjacent sites, considering the future context of scale, **intensity** and uses, and should provide transitions between building entrances, private walkways, public sidewalks and **transit stops** and stations.
- g. Site layout and landscaping should minimize the need for watering, provide comfortable amenity areas and direct the movement of people.
- h. Parking lots and structures should provide safe, comfortable and accessible **walking** connections and landscaping. Renewable energy and **green stormwater infrastructure** principles should be incorporated into parking lot design, where feasible.
- i. Vehicular access, and service areas should be located off a lane, when available.
- j. Sites must provide safe and sufficient access for emergency response, emergency access and emergency infrastructure.

Figure 9 – Achieving quality design outcomes



2.3.3

Architecture design

Thinking about architecture and its contribution to the city requires an understanding of scales – the experience at street level as well as a broader view of the building within its context. Well-designed, accessible and inclusive buildings contribute to a sense of place. The overall height, shape and size of a building affects its relationship to the public street and, ultimately, how people experience their immediate environment. A building's architecture, like its site design, needs to consider the planned context of an area to align with the future vision. Well-designed buildings offer visual interest through materials, colour and features. They meet accessibility requirements, create high-quality living and working environments, reduce energy use, and help foster a vibrant and active public realm.

Architecture policies

- a. Buildings should integrate accessible building design.
- b. Buildings should be designed to integrate into its surroundings and context, with consideration for the neighbourhood's existing built-form, heritage and envisioned **development** potential.
- c. **Development** should:
 - i. Have appropriate transitions between building masses and adjacent buildings and spaces while considering the future context of the area.
 - ii. Define street and **open space** edges.
 - iii. Bring human scale and visual interest through architectural forms, materials, details and landscaping.
- d. Large buildings should be designed to mitigate wind and shadow impact on the public realm, and reduce visual impact by transitioning in height and scale from higher scale to lower scale areas, reducing dramatic contrasts and contributing to an attractive skyline.
- e. Buildings with retail frontages should be designed with finer-grain details such as multiple uses and units, continuous and transparent facades, frequent entrances, outdoor patios, featured lighting and signage.

- f. Parking structures should be designed for adaptive reuse and integrated into **development**, and be separated by other uses at grade to minimize impact on the street and **walking** areas.
- g. Commercial and residential entrances should be distinguished, easy to find, accessible and directly connected to the sidewalk.
- h. Buildings within and adjacent to the **ecological network** should use bird-friendly urban design strategies.
- i. Buildings adjacent to the **ecological network** and **park system** should mitigate shadowing and minimize negative impacts to habitat.
- j. The City should encourage buildings that:
 - i. Use low carbon, locally sourced, recycled and climate resilient building materials.
 - ii. Maximize passive heating and solar gain, at appropriate sites.
 - iii. Use renewable energy generation sources and incorporate energy efficiency and conservation measures.
 - iv. Adaptively reuse buildings and infrastructure.



2.3.4

Heritage

Heritage resources, whether public or private, provide the opportunity to explore and enrich our understanding of our past from diverse cultural and social perspectives, foster identity and build pride. Heritage resources can provide an avenue for Truth and Reconciliation by increasing the visibility of Indigenous communities and heritage. Heritage conservation can also provide benefits environmentally, through the reuse of existing structures, and economically, by stimulating commercial and tourist activity. Overall, heritage resources provide a rich range of detail and texture within a diverse and attractive walking environment.

Managing heritage resources alongside growth and change requires strategies and tools aligned with City goals and planning processes. There is a focus on heritage conservation's important role in promoting knowledge and identity, diversity, reconciliation and economic development.

Heritage policies

- a. The City should ensure that the conservation of **heritage resources** is based on a comprehensive understanding of their heritage value and is integrated into land use planning.
- b. The City may engage with **Indigenous peoples** for increased understanding of the distinct Indigenous worldviews and histories of this land to better conserve our shared heritage.
- c. The City should explore, develop and implement all available tools and mechanisms to conserve **heritage resources**, and monitor and refine those implemented over time.
- d. **Development** impacting **heritage resources** listed on the **Inventory of Evaluated Historic Resources** should pursue outcomes that include conservation.
- e. The City may request a **conservation study** to assist in the review process and consideration of conservation approaches and policy alignment of sites with **heritage resources**.
- f. **Development** should integrate conservation best practices and national heritage conservation standards and guidelines into decision making processes for projects impacting **heritage resources**.
- g. **Development** impacting **heritage resources** are encouraged to conserve the embodied energy and carbon and explore further energy retrofits and **climate mitigation** opportunities in alignment with national heritage conservation standards and guidelines.
- h. The City should support the adaptive re-use and conservation of **heritage resources**.
- i. **Developments** that include heritage conservation measures should integrate **heritage resources** in a way that conveys their heritage values to the public in a meaningful, prominent and accessible manner.
- j. The City should consider relaxations to land use regulations for the conservation of **heritage resources** when combined with redevelopment.
- k. **Development** adjacent to **heritage resources** should provide compatible, contemporary and distinguishable interpretations of traditional design, details and materials.
- l. **Development**, which includes the demolition of any sites currently listed on Calgary's **Inventory of Evaluated Historic Resources**, should incorporate interpretative or commemorative features into any associated new **development** and provide photographic documentation prior to demolition or redevelopment.
- m. The City should incorporate relevant heritage interpretative elements reflective of the formally assessed history and **heritage resources** of an area into public realm improvements.
- n. **Development** in **heritage commercial areas** should conserve **heritage resources** and encourage complementary **development** through the use of consistent streetwalls, entrance pattern, stepbacks, materials and other architectural features.

2.3.5

Public art

Public art is an important part of what makes Calgary an attractive, inclusive and inspiring city. A thoughtful public art program, grounded in place and reflective of the city's diversity, cultures and histories enhances Calgarians' experiences, provides surprises, offers new perspectives, and includes opportunities for people to connect with their surroundings. The City, developers, community groups and public all play a role in supporting public art and expression. The City encourages providing diverse opportunities for artists from a variety of backgrounds, demographics and affiliations.

Public art policies

- a. Public art should be integrated within public spaces, particularly new public buildings, infrastructure and **parks** throughout the city.
- b. Public art should be promoted as part of building and landscape design citywide, particularly within Neighbourhood–High Activity and the **Greater Downtown** areas.
- c. Public art must be location-appropriate through its inspiration, position, design and scale, and how people interact with it.
- d. Public art should be engaging, interactive, educational, seasonal and reflective of multiple histories and cultures.
- e. The City should work with **Indigenous peoples** and artists on processes and opportunities for public art initiatives to reflect Indigenous values, languages, identities, histories and narratives.
- f. The City should ensure that public art reflects the city's diverse identities, perspectives and cultural expressions.

2.3.6

Natural and other hazards

Calgary faces several natural hazards that require consideration in planning decisions – heat, storms, hail, drought, fire and flood. Their frequency and severity is expected to intensify. Mitigating these hazards physical, social and economic harm depends on a clear understanding of risk, public awareness and thoughtful planning to minimize vulnerability and exposure. Planning for these hazards will also help reduce future damage to buildings and infrastructure and disruption they cause. Natural hazard risks need to be incorporated into decision making to support the well-being of Calgarians, particularly those most vulnerable to the disproportionate impacts of natural and other hazards, both now and in the future.

Natural and other hazards policies

- a. The City should consider **cumulative impacts** of land use and mobility planning decisions on citywide climate and environment hazard exposure and risk.
- b. The City should conduct risk analyses to identify climate and environment hazards and develop and implement strategies to address those risks.
- c. **Development** should minimize exposure and vulnerabilities to natural hazards by identifying hazard areas, applying risk reduction practices at all stages of planning and design, and incorporating resilient building and landscape design practices informed by modelling.
- d. The City should support public awareness initiatives of hazards, risks and measures people can apply to their own properties.
- e. **Development** next to freight rail corridors must consider risk and hazards and deploy appropriate mitigation strategies.

2.3.7

Flood hazard areas

Calgary has experienced periodic flooding and modelling indicate that floods will likely increase in frequency and severity. As a river city, it is imperative that The City proactively increases flood resiliency through a combination of flood mitigation work (reservoirs, barriers and more) with land use direction and regulations. This approach will prioritize public safety while minimizing property damage.

Building flood resilience is multi-faceted and requires cooperation and action from the municipality, property owners and other levels of government. The Province of Alberta maps and identifies flood hazard areas at the 1:100 flood risk level. The City of Calgary maps and identifies groundwater flood hazard areas aligned with a 1:100 river flood period. The City of Calgary also provides land use direction to guide development form and land use within areas identified through provincial and City mapping. The Calgary Region advocates for a minimum design flood of 1:200. Calgary's land use regulation direction anchored in the provincially established 1:100 regulatory standard, combined with upstream, community and property-level flood mitigation, works toward achieving a 1:200 flood protection level across Calgary. Land use policy focuses on improving flood resiliency, prioritizing public safety, minimizing property damage and reducing the need for additional flood mitigation structures.

Flood hazard area policies

- a. **River flood area** management actions must prioritize public safety, minimize property damage and support environmental health.
- b. The City should establish land use and **development** regulations for the **river flood area** based on the Provincial 1:100 flood hazard maps and municipal river flood related **groundwater** mapping.
- c. Land use regulations should consider the most current climate data, flood modelling and flood mapping available.
- d. Land use regulations should account for the risks remaining after upstream and **community** scale **flood mitigation** measures are completed and operational.
- e. **Development** should be designed to reduce the need for new **flood mitigation** infrastructure and minimize possible damage from floodwaters – **groundwater**, river and stormwater.
- f. New **development** in the **floodway**, or **high hazard flood fringe**, must be refused by The City, with the exception of the following:
 - i. Uses related to agriculture, **open space**, outdoor recreation, **parks**, mobility infrastructure and utilities.
 - ii. The redevelopment of low-density residential buildings on the existing building footprint where sufficient risk reduction measures have been taken to the satisfaction of The City.
 - iii. For **high hazard flood fringe** areas only, the redevelopment of commercial buildings on the existing building footprint where sufficient risk reduction measures have been taken to the satisfaction of The City.
- g. **Development** in **flood hazard areas** must include flood protection measures that mitigate risk at the level specified in land use and **development** regulations.
- h. When existing sites have multiple **flood hazard areas** identified and they are redeveloped, buildings should be in the lowest risk **flood hazard area** within a site, when feasible.
 - i. New **area structure plans** must include cumulative protection measures to mitigate flood damage risk in the provincially identified **flood fringe** hazard area to the 1:200 year flood-event level.
- j. The City should consider the **cumulative impacts** of **development** in the **river flood area** on the natural function of water courses and citywide hazard exposure and risk.
- k. Municipal **flood mitigation** infrastructure should be maintained and managed following industry-leading best practices.
- l. Critical and utility infrastructure within **flood hazard areas** should be designed to at least the 1:200 flood level to minimize damage and service disruption.

DRAFT

CHAPTER 3

Connecting Calgary

Calgary supports equitable and inclusive connections, particularly through the natural systems and the mobility system. Natural systems connect wildlife and ecosystems supporting a healthy environment and people. The mobility system connects people and goods with destinations, homes, businesses and leisure opportunities throughout Calgary. Together these systems intertwine throughout the city, enhancing Calgary’s health, efficiency of movement and quality of life.

3.1 Natural systems 36
3.2 Mobility system 42

3.1

Natural systems

Thoughtful planning has protected several environmentally significant areas in Calgary, including some of North America's largest urban parks. However, other important natural areas have been lost or become isolated. There is an opportunity to strengthen connections between protected spaces to each other and to the park system. Calgary's natural systems provide ecosystem services that contribute to the well-being of the city and region. Natural systems foster sustainability, support biodiversity, and enhance overall quality of life.

Calgary's natural systems function as an interconnected network of physical and biological components. This includes the ecological network, land, water, urban forest, and natural areas. In an urban setting, these systems often include human-altered nature and the built environment. Where natural systems intersect with the built environment, the priority should be to protect and restore ecological function. Buildings, mobility systems and utility networks should first seek to avoid harm to natural systems, and where necessary, incorporate engineered elements to supplement ecosystem services.

Supporting natural systems requires two approaches. The first is to identify and understand an ecological network – a central web of connected natural areas supporting wildlife habitat and ecological connectivity. The second is to protect and integrate nature throughout the city, outside of the ecological network, to benefit wildlife, the watershed, air quality and ecosystems while placing nature within easy access of residents to support their health and well-being. Citywide natural systems, including areas both within and outside the ecological network, can promote healthier ecosystems and bring access to nature to more for all Calgarians.

3.1.1

Ecological network

Calgary's ecological network is a connected system of natural habitats, parks, open space, river and creek systems and environmentally significant areas. This network contributes to Calgary's reputation as a beautiful, environmentally friendly and ecologically connected city. Ensuring the ecological network's health and integrity for generations requires careful protection and management. The ecological network has three levels as illustrated in Map 3 – Major, Supporting and Local. The policies in 'General ecological network policies' section, unless otherwise specified, apply to all three components.

General ecological network policies

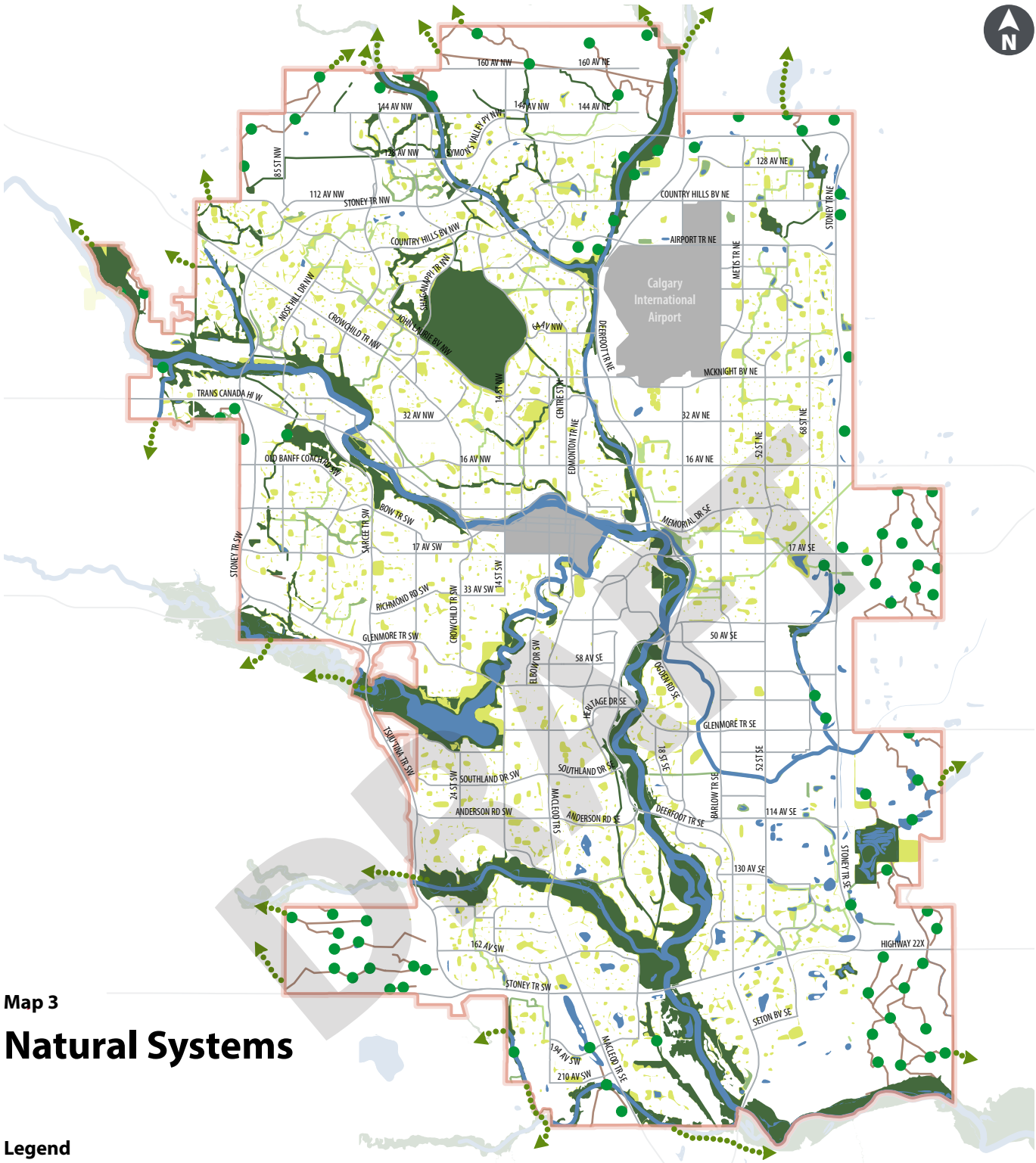
- a. The **ecological network** should be protected, restored and connections improved between **environmentally significant areas**.
- b. **Environmentally significant areas** within the **major and supporting ecological network** should be preserved first with **restoration** as a second priority.
- c. **Environmentally significant areas** should be protected throughout the **development** process

using available tools, including dedication through **environmental reserve** and **conservation reserve**.

- d. **Development** should limit **fragmentation** of, and minimize **cumulative impacts** on, the **ecological network**.
- e. **Development** adjacent to the **ecological network** should integrate buffers and other urban design features that support and enhance the **ecological network** function.
- f. **Development** within and adjacent to the **major and supporting ecological network** should minimize the use of artificial light to reduce the negative impacts to wildlife and habitat.
- g. Public access within the **ecological network** should be provided in ways that do not negatively impact habitat condition or ecological function.
- h. The City may work with **Indigenous peoples** in the protection, **restoration** and reconnection of the **ecological network**.
- i. **Development** on private land within the **ecological network** should maintain or restore ecological connectivity.

The ecological network

The ecological network is a system of protected and restored natural areas, parks, river and creek systems, open space and environmentally significant areas. Its connection is facilitated by integrating nature and natural functions throughout the city. Nature is also extended beyond the ecological network through the same tactics – protection, restoration and integration of nature and natural functions.



Map 3
Natural Systems

Legend

Ecological network

Major

Supporting

Local

Existing Major Corridor

Existing Supporting Corridor

Existing Local Corridor

Future Ecological Corridor

Potential natural area park

Major regional connection

Parks

Greater Downtown

Airport

Water

0 1 2 3 4 5 6 7 8

Kilometers

Rivers and creeks policies

- j. Areas adjacent to rivers and creeks should be designed, planned and managed to enable the natural erosion and meandering of those water bodies while maintaining public safety.
- k. The City should implement bioengineering or vegetative techniques where erosion protection is required.
- l. **Riparian areas** in the major and **supporting ecological network** should be conserved and restored using the **riparian management categories** of The City's **riparian policies**, strategies and implementation plans.
- m. The City should investigate opportunities to support **riparian health** in appropriate areas by allowing periodic flooding based on natural flow variation in rivers and creeks.
- n. New **developments** that negatively impact the existing **ecological network** along river and creek valleys, including impeding the ability of the river to meander, impacting **riparian health**, and increasing runoff, should be discouraged.
- o. Public recreational access to rivers and creeks should maintain ecological health, protect water quality, ensure public safety, and protect sensitive habitats.

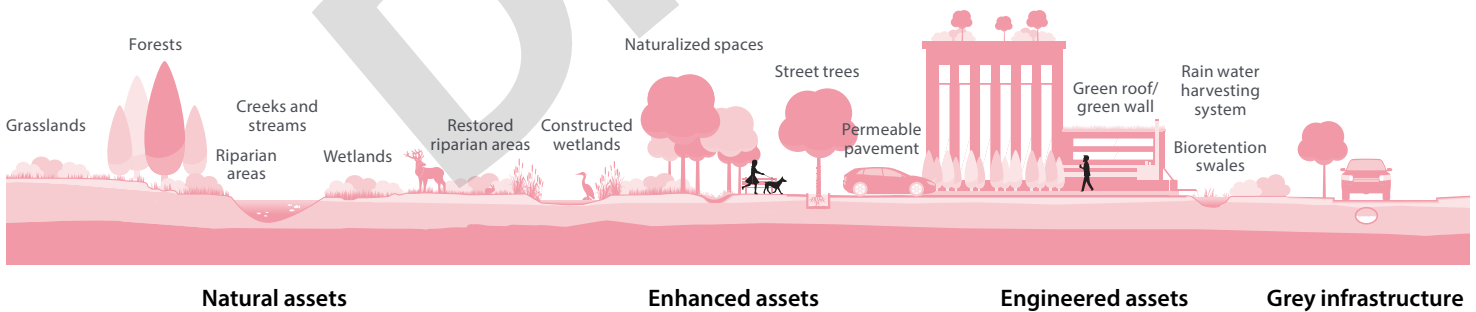
City-owned land policies

- p. The **local ecological network** should be **naturalized**, where appropriate.
- q. Infrastructure corridors and underutilized City-owned lands should be **naturalized** when not conflicting with the other primary objective of the site.
- r. The City should maintain the natural stormwater functions of the **ecological network**.

Connecting natural systems

Connection of the ecological network is facilitated by integrating nature and natural functions throughout the city. Nature is also extended beyond the ecological network through the same tactics – protection, restoration and integration of nature and natural functions.

Figure 10 – Natural infrastructure



Natural infrastructure includes natural systems (rivers, creeks, wetlands, riparian areas, grasslands, forests and protected areas) and green stormwater infrastructure (examples include bioengineered riparian areas, constructed wetlands, rain gardens, soil cells, permeable paving, vegetated roofs and walls, rainwater harvesting systems, bioretention and bioswales).

3.1.2

Water

Calgary's water system starts in the mountains of the Bow and Elbow watersheds. These watersheds are the land from which water drains downstream to provide untreated water supplies for drinking water. Water is essential to life. It is also integral to Calgary's environmental integrity, social well-being, cultural vibrancy and economic viability, and therefore must be integrated into land use plans, policies and development decisions. Population growth and economic resilience require a secure water supply, and water security policies and practices must recognize that water is a scarce resource with significant present and future value for both city growth and ecosystem protection. Water and the carrying capacity of watersheds in terms of its quantity, quality and movement, need to be considered alongside other planning outcomes to guide conservation, protection and flood and drought resilience.

Water resource management policies

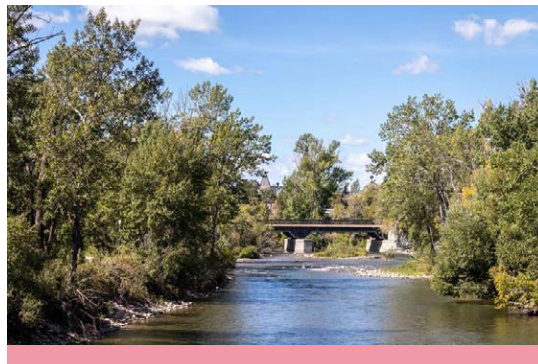
- a. The City must adopt a coordinated approach to managing water use, planning and decision making.
- b. Waterways, wetlands and their **riparian** areas should be protected, maintained, enhanced and restored.
- c. Where The City of Calgary has jurisdiction, the Glenmore and Bearspaw Reservoirs must be protected for drinking water and flood and drought mitigation but may be considered for other uses that do not interfere with those primary functions.
- d. As rivers are sacred to **Indigenous peoples**, The City may work with **Indigenous peoples** on municipal plans and programs that steward and protect rivers and their associated watersheds.
- e. The City may seek opportunities to increase access to rivers within City-owned lands for cultural and ceremonial purposes.

Source water protection policies

- f. Source and ground water resources should be protected, maintained, enhanced and restored.
- g. **Drinking water protection zones** should be incorporated into city and regional land use planning and servicing decisions.
- h. Stormwater management facility discharges and outfalls must be downstream of **drinking water protection zones**, unless the risks to drinking water quality have been mitigated.
- i. **Natural infrastructure** should be protected, restored and enhanced in the city to maintain source water quality, and integrated into regional planning decision making.

Water conservation policies

- j. Development should incorporate **water conservation measures** in site, building and landscaping designs.
- k. The City should invest in **water demand management** programs, water reuse strategies, stormwater use and efficiency improvements to infrastructure and operations.
- l. The City should promote the use or reuse of non-potable water for activities such as irrigation, non-drinking water uses in buildings and other areas.



3.1.3

Land

The land includes Calgary’s vegetation, soils and landforms. Protecting, managing and expanding nature throughout the city helps to foster healthy ecosystems and people. Calgary’s climate and natural context are important factors to consider in creating a sustainable natural system throughout the city, complementing the ecological network. Recognizing the value of natural areas and retaining their ecological functions through strategic planning and management is crucial for a sustainable and resilient future for both people and the environment. Working with the land involves protecting and planting resilient vegetation, protecting and restoring habitat, maintaining soil health, and working with existing topography.

Land policies

- a. **Environmentally significant areas** should be protected and restored on public land.
- b. The City should protect natural habitats representative of the local landscape.
- c. The City should increase biodiversity on lands outside of the **ecological network**.
- d. **Environmental reserve, conservation reserve and naturalized municipal reserve** disturbed by construction should be restored using **habitat restoration** techniques in accordance with City requirements.
- e. Natural forested areas, including those that do not qualify for **environmental reserve**, should be protected through **municipal reserves, conservation reserves, conservation easements or development** design.
- f. The City should investigate forest management practices to mitigate fire risk and support natural health.
- g. Landscaping should incorporate drought-tolerant, native and climate-adaptive vegetation.
- h. **Green stormwater infrastructure** should be integrated throughout the urban environment.

- i. An 18-metre **development** setback should be applied from the top of slope of ravines, valleys and escarpments to preserve views and vistas from the base. This is to ensure that buildings do not dominate the horizon line or alter the visual profile of the geographical feature.
- j. **Development** must assess the risk of slope instability over time and should use vegetation to maintain slope stability.
- k. **Development in developing areas** should integrate natural landforms and existing topography in design, layout and grading plans.
- l. The City may consider working with **Indigenous peoples** and may consider using Indigenous protocols in the protection and management of the natural environment on City-owned lands, by including traditional Indigenous stewardship practices together with City stewardship practices of **natural systems**, such as:
 - i. Sharing, planning and co-managing **Traditional Knowledge**, historical, cultural, ceremonial and place-keeping sites of Indigenous significance, and whether and how this will be made public.
 - ii. Enabling Indigenous-led opportunities for sustainable harvesting of native species and food for cultural, medicinal and ceremonial purposes.

Wetland policies

- m. Naturally occurring wetlands and **wetland complexes** should be protected in place.
- n. Wetlands must not be modified unless the modification can be shown to improve the ecological function, increase the wetland size, or cannot be avoided in **community** design, as determined by The City.
- o. In addition to the wetland protection policies above, **development** should restore or reconstruct wetlands and incorporate **green stormwater infrastructure**.
- p. The City should work with the Province to explore opportunities to reduce barriers to wetland **restoration**.

Health and cities

Planning and designing cities through a lens of protecting and promoting human health is increasingly important. The way cities are designed and built can either help or hinder every day lifestyle choices that impact health and well-being. Additionally, with climate change there are more and more health-related concerns linked back to city planning and urbanization. Examples include the urban heat island effect, extreme heat and poor air quality. Interventions such as greater use of natural systems, shading structures, offering multiple mobility options, electrification of vehicles and emergency strategies can help reduce these health risks. Health impacts need to be understood and considered in all stages of development in order to ensure the promotion and protection of health in Calgary.

3.1.4

Urban forest

The urban forest includes public and private trees. Though much of the land within Calgary was originally grassland, a healthy urban forest contributes to the built environment by creating a sense of place and enhancing human health through natural connection. It supports natural systems by capturing carbon, filtering the air, managing stormwater and providing shade, among many other benefits. Trees serve an important role in the city providing protection from the sun and weather and improving overall quality of life.

Urban forest policies

- a. The City should protect and expand a healthy **urban forest**, retain existing trees and provide the appropriate planting and survival conditions for new trees on City-owned land.
- b. Residential, commercial and mixed-use streetscapes should be treed. For industrial streetscapes, landscape planting may include trees and should be designed to limit water requirements through species selection, planting location and planting configuration.
- c. The City should invest in tree planting on City-owned land.
- d. The composition of the **urban forest** should be diversified by increasing the populations of under-represented species.
- e. Large-canopied trees should be planted adjacent to paved infrastructure and buildings.
- f. **Green stormwater infrastructure** should be integrated on lands that support the **urban forest**.
- g. The City should encourage the protection and expansion of the **urban forest** on private land.

3.1.5

Natural areas

Natural areas are City-owned land within the park system providing opportunities to protect, restore and enhance the ecological health of the city and provide the public with equitable access to nature. Reconnecting and enhancing natural areas across the entire city will complement a connected ecological network. These areas play an important role in promoting both human wellbeing and environmental health. Increasing natural areas (a necessary component of the park system) throughout the city will expand opportunities for people to interact with nature and reap the benefits that nature provides.

Natural areas policies

- a. The City should invest in projects that restore **historical waterways**, prairie grasslands and wetlands.
- b. **Natural areas** should not be modified unless the modification can be shown to improve the ecological function with minimal disturbance.
- c. The City should provide **equitable** access to **natural areas** and **naturalized** spaces throughout Calgary, focusing on areas with less access to nature.
- d. The City should maintain emergency access to and within **natural areas**.



Natural areas and the park system

This section focuses specifically on the role of natural areas in protecting natural systems and these policies will complement the broader park system policies in chapter four.

3.2

Mobility system

Calgary's mobility system includes several connected networks that help Calgarians get around. These systems are essential for creating a city that works, where people have choices in how they travel, safely and conveniently. The mobility system plays an essential role in making Calgary a good place to live by providing residents with access to jobs, services, daily needs and other destinations.

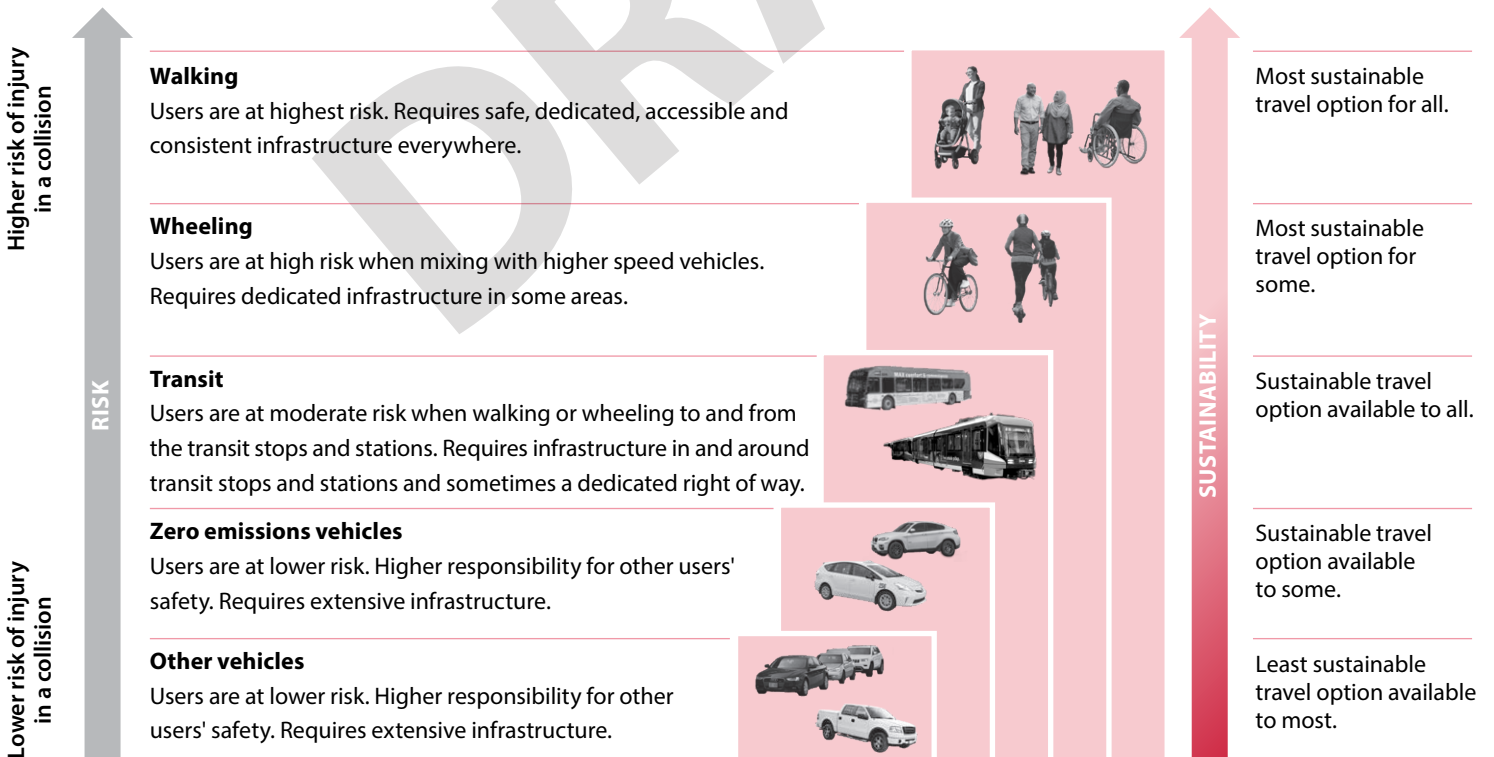
Each part of Calgary's mobility system has an important role to play in helping our city move.

- The walking and wheeling networks give Calgarians healthier, more affordable and more sustainable travel options across their communities and throughout the city.
- The transit network provides safe, reliable and affordable options to move large numbers of Calgarians while helping to reduce congestion.
- The goods movement network connects goods to consumers within the city, and Calgary's industries to regional, national and global markets.
- The streets network supports an efficient driving experience for local and citywide travel.
- Streets also accommodate walking, wheeling, transit and goods movement, enabling different travel modes to work together.

Most daily trips in Calgary use multiple modes of travel. Calgary's mobility system must reflect this by thoughtfully integrating and connecting all of the different networks to ensure safe and seamless travel for all.

When mobility networks come together, conflicts for space and priority can sometimes occur. The Calgary Plan emphasizes managing the conflicts by prioritizing safety, reducing risks to those most vulnerable, and supporting sustainable travel options (refer to Figure 11). When well designed, a great mobility system allows people of all ages, abilities and incomes to travel safely in ways that meet their needs, in all seasons.

Figure 11 – Mobility priority



3.2.1

General mobility

Calgary's mobility system seeks to provide people with multiple travel options across the city, throughout the day and year. This includes prioritizing investment in sustainable travel options, such as walking, wheeling, transit and low emissions vehicles, to ensure they are viable choices. Regardless of the way people move around the city, safety is of utmost importance to work towards achieving zero injuries and deaths on Calgary's mobility system.

Planning a sustainable mobility system also requires openness to change. People's travel patterns and preferred methods of travel are changing, and technological change is rapidly accelerating. Ensuring an adaptable mobility system requires this openness in addition to anchoring decisions in core principles – connecting people with destinations, offering choice in how to travel, and designing networks to complement adjacent land uses.

General mobility policies

- a. The City must incorporate the **safe system approach** when planning, designing, building and operating the mobility system.
- b. The City should enable people of all ages and abilities to choose affordable and **sustainable travel options**.
- c. The City should develop and operate a safe, accessible and interconnected mobility system that enables multiple travel options in all parts of the city, in all seasons, at all times of day.
- d. Mobility system design should complement adjacent buildings and public spaces, and support festivals and events.
- e. Public-facing civic facilities and **park** and recreation systems should be accessible by all travel options, appropriate to their scale and function.
- f. The City should support accessible and inclusive wayfinding and trip planning tools for all travel options.
- g. The City should monitor and adapt to trends in travel patterns and emerging technologies that offer opportunities to innovate and incorporate new safe and **low-carbon** mobility design choices.
- h. The City should work with **Indigenous peoples** to incorporate Indigenous naming into mobility networks and projects to recognize and celebrate sustained Indigenous presence on these lands.



3.2.2

Walking

Walking includes using mobility aids or wheelchairs and going by foot. It is the primary way all trips begin and end, and it supports everyday health and well-being. For these reasons, every person, regardless of ability or means, and particularly those in equity-denied groups, needs safe and reliable access to destinations throughout the city by walking. Providing easy, quick and direct walking routes along streets and through parks helps ensure this access. Walking priority corridors, identified through the area structure planning and local area planning process, are important to facilitate access by identifying areas that have a concentration of amenities and destinations that need high quality connections. To enable every person, regardless of ability or means, to reach destinations throughout the city and especially for short trips, Calgary needs a safe, convenient and year round walking network.

Walking policies

- a. Sites should have accessible **walking** infrastructure that meets the current design standard and is direct and convenient.
- b. **Walking** should be prioritized over other travel options in **Greater Downtown** and Neighbourhood Areas by providing high-quality, accessible, well-lit sidewalks, frequent crossings and **walking** priority and accessibility measures at intersections.
- c. **Walking priority corridors** should be identified in local-scale mobility plans, **area structure plans** and **local area plans**. **Walking priority corridors**, identified through the area structure or **local area planning** process, are important to facilitate access by identifying areas that have a concentration of amenities and destinations that need high quality connections.
- d. School zone areas should be **walking priority corridors**.
- e. Connectivity gaps should be resolved by building safe, accessible and convenient sidewalks and crossings.

3.2.3

Wheeling

Wheeling refers to people using bicycles or other wheeled vehicles that operate at or near cycling speed. This includes electrified ways of traveling, like electric bicycles and scooters that have expanded the range and ability for a wider variety of people to choose wheeling as a travel option. Wheeled mobility allows people to travel further and faster than walking without the high cost and impacts of larger vehicles.

In order for wheeling to be an efficient, affordable and convenient option, wheeling routes need to be safe, cleared of snow, well-lit and maintained, with access to secure parking facilities. With these features in place, wheeling is an attractive option for many short- to medium- length trips, at all times of the day. Comfortable and safe facilities also support wheeling for recreation and pleasure. Wheeling routes provide a practical year-round mobility option when they are safe, cleared of snow, well-lit and maintained.

Wheeling policies

- a. Sites should connect to the **wheeling** network in a safe and direct way and provide secure **wheeling** parking facilities.
- b. The major **wheeling** network should be provided as shown in Map 4.
- c. The supporting **wheeling** network should be developed to connect to the major **wheeling** network.
- d. The major **wheeling** network and supporting **wheeling** network must be designed, built and maintained to provide accessible, safe, convenient, and comfortable routes, connections and parking for people of all ages and abilities, in all seasons at all times of day.
- e. Connectivity gaps in the major **wheeling** network should be resolved by adding and expanding protected **wheeling** lanes and pathways, and by providing **wheeling priority measures** at intersections.
- f. Secure **wheeling** parking facilities should be provided at **transit stations** and major destinations and public **wheeling** parking should be provided along streets, especially in high activity areas.

Wheeling network types

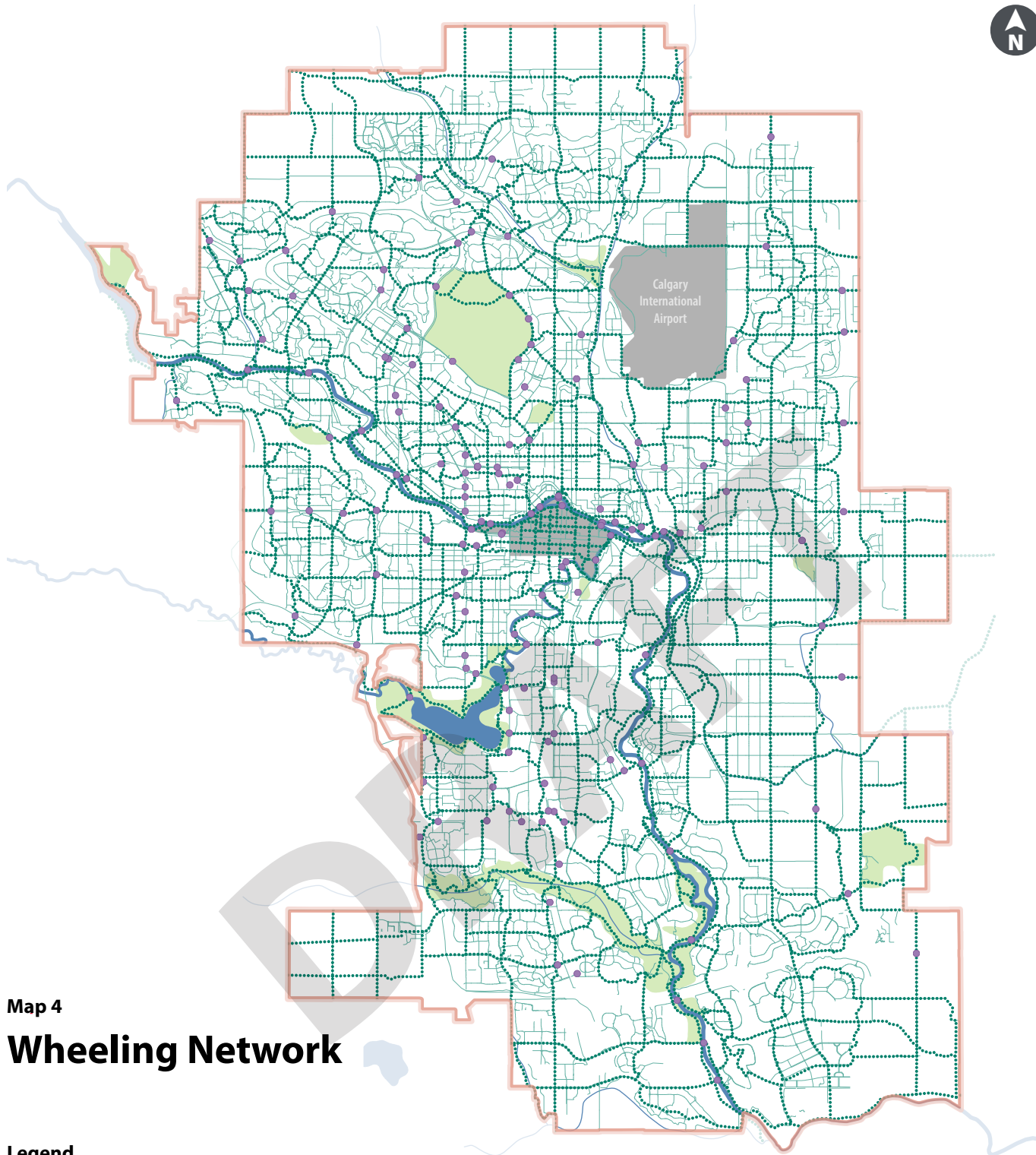
The major wheeling network serves the highest function in the network, connecting key destinations and carrying a higher volume of users. The major wheeling network has the highest level of maintenance.

The supporting wheeling network connects all areas to the major network to offer opportunities for people to choose wheeling in all parts of the city.

The type of infrastructure built, such as a pathway or protected bike lane, is determined at the project level to suit the specific context. Projects of all types and scales will work to align with the 5A (Always Available for All Ages & Abilities) design principles.

5A design principles

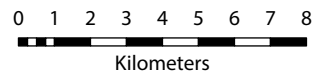
- Separate people by their speed
- Improve visibility
- Make it reliable
- Be accessible for everyone
- Make it easy to use



Map 4
Wheeling Network

Legend

- Major wheeling network
- Supporting wheeling network
- Pedestrian/ wheeling structure
- Greater Downtown
- Major parks
- Water



3.2.4

Transit

A safe, accessible, reliable, affordable and easy-to-use transit network is the foundation of a sustainable and equitable city. This includes the primary transit network that provides the highest level of service, either by light rail or buses, supported by a base transit service that provides access to people throughout the city. Transit service delivered by any vehicle engine type is a more sustainable travel option than a private vehicle and is increasingly sustainable with advancements in technology.

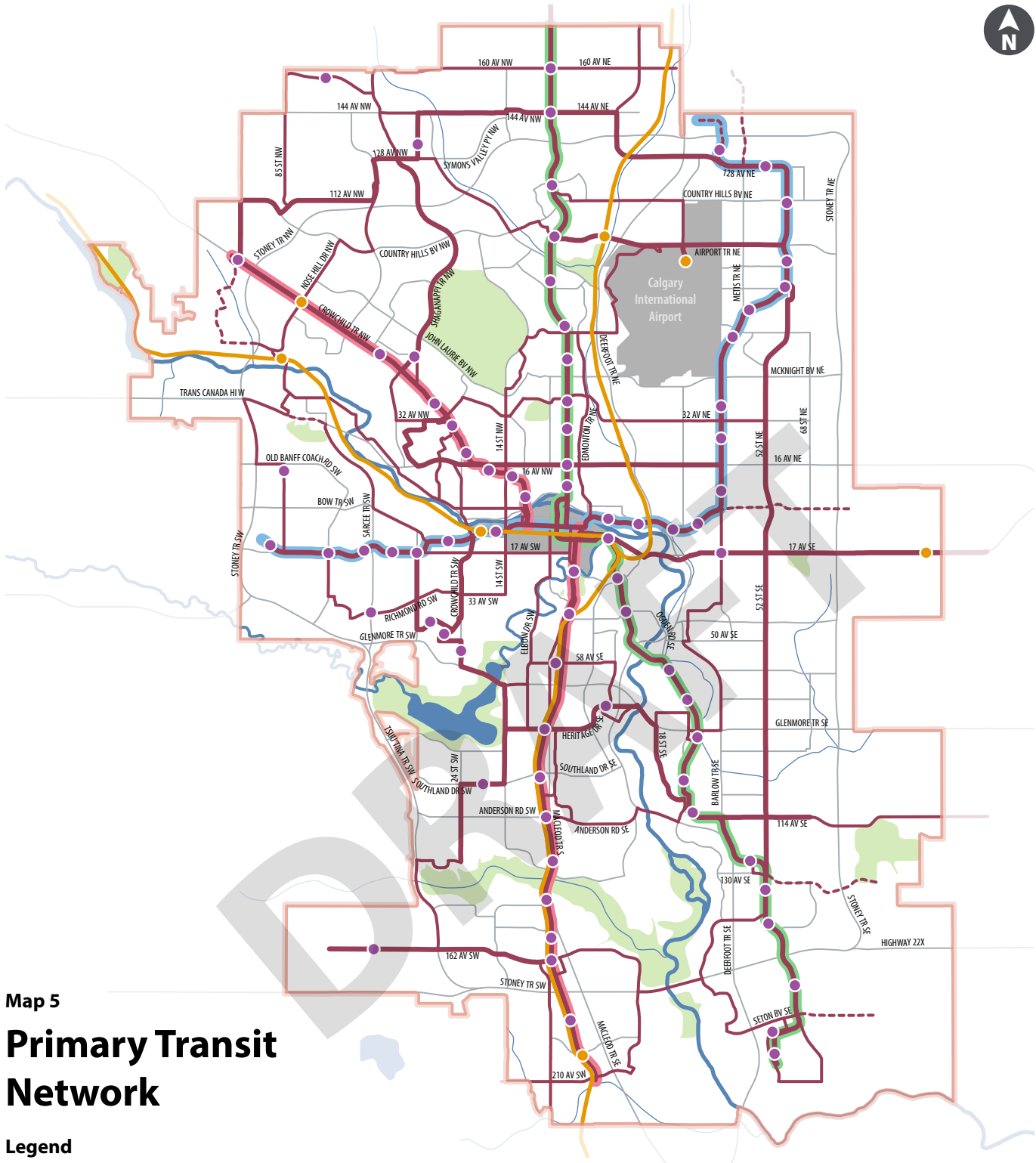
Transit includes the stations and stops that need to feel safe and comfortable to support transit use. Transit is most successful when it is integrated with and designed to support the development and destinations around it. Building a transit network that grows with the city will ensure that people of all ages and abilities can choose to use transit all year, regardless of where they live, work or play.

Transit policies

- a. The City should plan, build and maintain a **primary transit network** as shown in Map 5.
- b. The City must provide other transit services supporting the **primary transit network** to create a frequency-oriented, all-day, connected grid.

- c. The City should deliver direct and frequent transit service that prioritizes safety, accessibility, system reliability and a positive customer experience.
- d. The City should improve the accessibility of all transit services to address the mobility needs of persons with physical and cognitive disabilities.
- e. The City should improve the affordability of all transit services to increase ridership for people where cost is a barrier.
- f. **Transit priority measures** should be implemented on the **primary transit network**.
- g. **Transit stations** should be designed, built and maintained to provide safe and efficient transit operations, and convenient and accessible connections between transit and other travel options.
- h. The City should incorporate **plazas**, seating, commercial opportunities and other amenities in **transit stations** that are appropriate to the scale of the station.

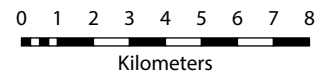




Map 5
Primary Transit Network

Legend

- Primary transit network – rapid
- Primary transit network
- Primary transit network – conceptual
- Regional transit corridor
- Regional transit hub
- Transit hub
- Blue line
- Green line
- Red line
- Roads
- Greater Downtown
- Major parks
- Water



3.2.5

Streets

Streets are an important public asset that support a wide variety of activities, in addition to the movement of vehicles. For example, they are places for people to socialize, locations for festivals and events, emergency routes, homes for public trees and utility routes.

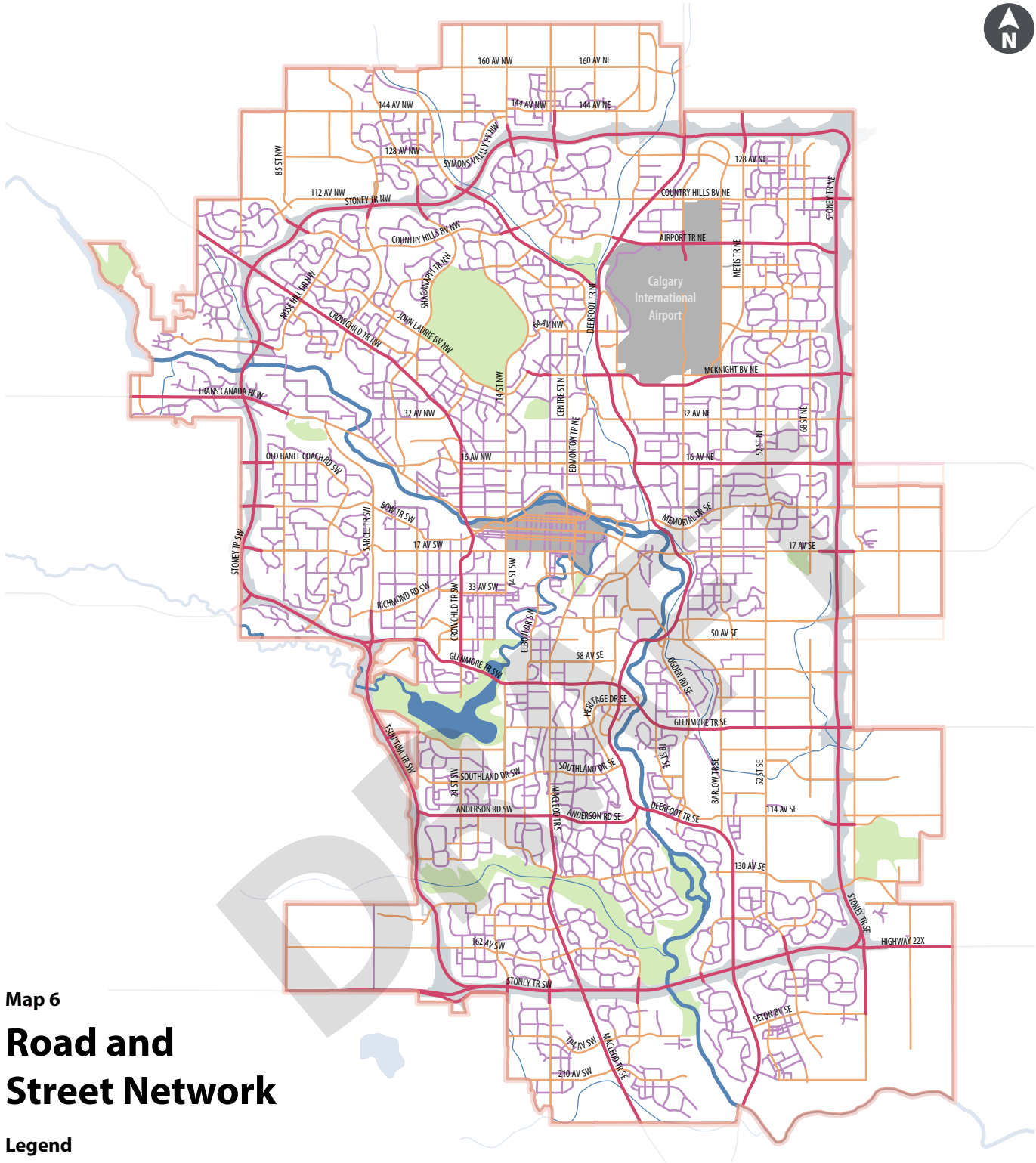
An efficient and connected street network reduces pollution, saves money by reducing travel times, supports sustainable travel options and provides space for planting. Fulfilling multiple functions requires both individual streets and the street network to be high quality, attractive, and designed for a range of needs and users.

Because streets are places where so many different people, vehicles and mobility devices interact, they can be places of significant risk and conflict. The safety of all users depends on thoughtful design and operations that clearly show people what to expect and what is expected of them.

Streets policies

- a. New streets, retrofits and lifecycle projects should be planned, designed and implemented in accordance with the Street Manual contained within the City of Calgary Design Guidelines for Subdivision Servicing.
- b. The capacity of existing streets and networks should be optimized before expansion is considered. If the expansion of streets is warranted, priority is given to sustainable travel options.
- c. The lane should be the primary vehicle access, when available. Driveway crossings should be minimized and designed to preserve the **walking** and **wheeling** space in all priority **walking** areas, on major and supporting **wheeling** routes, on the **primary transit network** and at all bus stops.
- d. The City should manage **curb space** as a strategic public asset, for purposes such as loading, local deliveries, transit service, vehicle parking, public space activities and other amenities.
- e. A network of **skeletal roads** and **arterial streets** must be provided as shown in Map 6.
- f. A network of **collector streets** must be provided to facilitate connections for all travel options.
- g. **Green stormwater infrastructure, natural infrastructure, naturalization** and the use of drought tolerant, native and climate-adapted species should be integrated into roadsides, boulevards and medians, where feasible.
- h. The mobility network should maintain the connectivity of the **ecological network** through the design of the infrastructure.
- i. The placement and design of water course crossings should minimize the **fragmentation** of the **ecological network** and any negative hydrological and water-quality impacts.
- j. Streets must allow unobstructed access for emergency services.
- k. Redundant emergency access routes for emergency services, and if necessary, evacuation routes should be provided.

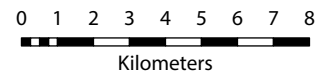




Map 6
Road and Street Network

Legend

- Skeletal
- Arterial
- Collector
- Major parks
- Greater Downtown
- Transportation Utility Corridor
- Water



3.2.6

Goods movement

Efficient and available goods movement unlocks the potential of local and regional economies. Reliable, cost-effective and efficient access to the regional, national and international road, rail and air networks supports economic growth, reinforcing Calgary’s role as an inland port and distribution centre for Western Canada. The goods movement network ensures these functions support Calgary’s goods movement system while accommodating and supporting the safe movement of other travel options. The movement of goods and services into, out of, and within Calgary is an important function of the mobility system that ensures people can get the goods they need and local businesses can access the materials and markets required to be successful.

Goods movement policies

- a. The City should provide a goods movement network, as shown on Map 7, that connects regional highways to Industrial – Core and Industrial – Mixed areas.
- b. Large commercial motor vehicle movement should be prioritized within the goods movement network while maintaining safety for all travel options with measures to reduce conflicts.

- c. Upgrades to the goods movement network should be implemented in close alignment with anticipated industrial growth.
- d. Existing goods movement infrastructure, including railway spur lines should be protected and maintained to support the movement of goods and services.
- e. **Dangerous goods routes** must be identified and related permitting and enforcement and hazardous materials response functions must be established while minimizing the overlap of hazardous goods routes with source watersheds, **walking priority corridors**, and the major **wheeling** network.
- f. The City should designate and design over-dimensional vehicle routes that connect to the provincial over-dimensional mobility network and establish related permitting and enforcement activities.
- g. The City should monitor, prepare and plan for goods movement infrastructure needs to support a shift towards **low-carbon** and **zero emissions vehicles** for goods movement.



3.2.7

Parking

Vehicle parking includes both on-street and off-street parking facilities. On-street parking is public and managed by The City, and off-street parking is either managed by The City or a private owner and includes on-site and off-site parking. Depending on the location and the role of the parking facility (both on-street and off-street) it may have a fee for users that, if City-owned, results in revenue to support further investment.

The availability and management of parking has a direct impact on mobility choice, influencing walking, wheeling and transit use. An equitable and managed approach to parking that considers diverse needs is critical in higher-density mixed-used areas such as the Greater Downtown, Neighbourhood – High Activity areas and Neighbourhood – Moderate Activity areas. An effective approach to parking management can improve the affordability and diversity of housing, business success, the attractiveness of streetscapes and sustainable travel use.

Vehicle parking policies

- a. On-street parking is a public asset that must serve the needs of residents, businesses and visitors.
- b. As public assets, **curb space** and public parking lots may be used for vehicle parking and are encouraged to be used for other purposes.

- c. On-street parking should be managed by The City in areas where demand is higher than supply to better serve public needs.
- d. Where there is no minimum amount of on-site parking set out in the land use regulations, the amount of on-site parking should be determined by the **development authority** on a **development permit**.
- e. New on-site parking should include **electric vehicle-ready stalls**.
- f. The City should enable shared parking opportunities.
- g. Dedicated space for parking and drop-offs for people with physical and cognitive disabilities should be provided close to building entrances without impeding the sidewalk.
- h. Municipal revenues from parking fees may be reinvested in the areas where they were collected to support transit, **walking, wheeling** and **community-led** investments in public realm.



Where can people with limited mobility park?

Barrier-free parking for those with limited mobility is typically located on-site or near the entrance of destinations. Its availability, design and location are guided by policy and regulations.

What does on-site parking mean?

On-site parking is parking located on the same property as a destination.

What does off-site parking mean?

Off-site parking is parking located on another property near a destination. It may be privately or publicly-owned or on the street.

Why does street parking need to be managed?

Street parking is a shared public resource that needs to be managed so it can be effectively shared by everyone. In areas of high demand, tools such as permits, time restrictions or charging market rates for parking may be used to ensure street parking remains available to those who need it. For local streets close to major institutions and destinations, parking management can help encourage people traveling to those amenities to use transit or other travel options.

Figure 12 – Where can I park?

Street parking and publicly-owned parking facilities are shared public assets that anyone can use when parking after driving to a destination. How close to your destination you can park changes based on the availability of on-site, off-site and street parking as well as the demand for parking in the area.

Local destinations

(visiting a friend’s house, local shops)



Community destinations

(shopping streets, recreation centres, regional parks)



Citywide destinations

(Greater Downtown, major event venues, shopping malls, universities)



DRAFT

CHAPTER 4

Serving Calgary

Calgary’s city services contribute to the city’s high livability. The city’s extensive park system offers experiences and settings for both respite and activity throughout the city. The park system is complemented by a public recreation system that is always evolving to provide accessible, multi-faceted and inclusive recreation spaces and programming to meet the needs of an increasingly diverse population. Municipal civic facilities, including public-facing, operational and emergency facilities, offer a range of services throughout the city keeping Calgarians safe, comfortable, and inspired. Lastly, the utilities – water, sanitary, stormwater, waste management and energy systems – enable the city to function reliably, sustainably and efficiently. Collectively, these services meet the daily needs and desires of Calgarians.

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4.1

Park system

Calgary has an extensive and diverse park system that will grow and adapt with the city. These spaces need to be high quality, attractive, multi-functional and equally distributed across the city to support a range of uses and users.

Park system planning needs to occur alongside growth. Quantity targets for park supply are not intended to limit growth and development in underserved areas; rather, they identify opportunities to improve park design and functionality to better support a growing population.

In addition to supporting the city's natural areas and their role in achieving a connected ecological network (see Chapter 3), the park system needs to be integrated within communities and connected to walking and wheeling networks. Importantly, parks must be multi-functional, responding to diverse recreational needs, remaining accessible and connecting people with nature to support the health and well-being of all Calgarians.

Park system policies

- a. The **park system** should be comprehensive and connected, linking **natural areas, parks, open space** and pathways to communities, arts and culture resources, public recreation, public-facing municipal civic facilities, local businesses and other amenities.
- b. The **park system** should provide **equitable** access and an **equitable** distribution of **park** amenities, recreation programming, **natural areas** or **naturalized** spaces.
- c. **Multi-functional parks** should be within 400 metres of all housing units.
- d. Within all **area structure plan** and **local area plan** areas, except for the **Greater Downtown**, a minimum of two hectares of **local park space** per 1,000 residents should be provided, notwithstanding the reserve land maximums defined in the Municipal Government Act.
- e. The **Greater Downtown** area should have access to one hectare of **park** space per 1,000 people.
- f. Gaps or an undersupply of **parks** within a **local area plan** area, including the **Greater Downtown** and **developing areas**, should be resolved in one or more of the following ways:
 - i. Increase the functionality of existing **parks** by adding amenities and working together to bring recreation programming closer to where people live.
 - ii. Improve the quality of existing **parks**.
 - iii. Improve direct, convenient **walking** connections to existing **parks**, including **regional parks** (which are not included in the **park** provision calculation outlined in policy 4.1.d).
 - iv. Repurpose other City-owned land and **open space** as **parks** while balancing **park** access needs against other City priorities.
 - v. Purchase new lands for **parks** when viable.
- g. Large, comprehensive **development** sites within the **redeveloping area** should integrate an enhanced public realm, public **plaza** spaces, **parks** or other outdoor public amenity space.
- h. **Parks** and **natural areas** should not be disposed of, or converted to any other use, unless it meets one or more of the criteria defined in The City's **park system** policies.
 - i. **Developing areas** should include a **multi-functional neighbourhood park** that is either centrally located or oriented around a unique natural feature.
 - j. **Plazas** should be provided along streets with active uses, adjacent to **transit stations**, in **regional parks** and in other active areas.

The park system

The parks system includes parks, open space, and natural areas. Parks are specifically designed for human enjoyment, recreation and education. Open space are lands that are primarily intended for another purpose but have a secondary function of providing environmental and recreational benefits, examples include roadway greens, remnant lands or regional amenities such as golf courses and cemeteries. For policy direction specific to natural areas and its relationship to the ecological network, refer to chapter three.

- k. **Park amenities** should be inclusive and reflective of demographic and cultural needs, accessible, all-season, climate-resilient, adaptable for various programming and users, and supportive of arts and culture, including festivals and events.
- l. Accessible, inclusive and all-season public washrooms and drinking fountains should be provided in highly used areas of **parks**.
- m. Subject to any use restrictions on reserve lands, retail and local businesses may operate within **parks** when compatible with the **park's** function.
- n. The City may work with **Indigenous peoples** to:
 - i. Recognize and sustain places within The City's **park system** for Indigenous people to gather and participate in activities including ceremonial, cultural, artistic, harvesting, healing, commemorative, social and environmental activities, and traditional uses.
 - ii. Recognize and sustain the significance of the land for holistic Indigenous health and well-being.

Figure 13 – The park system



4.2

Public recreation system

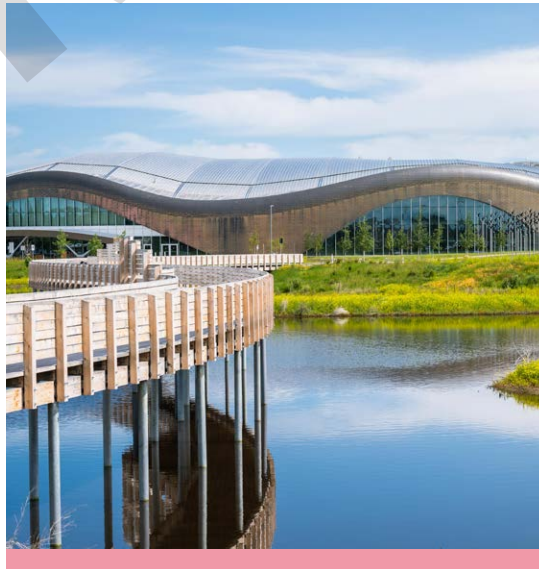
The public recreation system is a network of facilities, programs, amenities and services operated by The City and partners, including facility partners, sport leagues and social recreational organizations. As a system, it provides the people of Calgary with opportunities for health, fitness, recreation, leisure, socialization and sport.

A robust public recreation system is tightly linked to local and regional economies through tourism, employment, neighbourhood selection, talent attraction and preventative cost-savings to numerous public services provided across levels of government (health, justice and more). To maximize these and the social benefits of recreation, the system requires ongoing, reliable funding for new facilities and the rehabilitation of older facilities with opportunities for cost savings in design and development alongside operations and maintenance.

The public recreation system supports both physical and mental health while advancing equity, inclusion and belonging through the diversity of activities and spaces it offers throughout the city. This emphasizes Calgary's public recreation system is a critical component of a complete community.

Public recreation system policies

- a. The public recreation system should be equitably distributed throughout the city and **co-located** with other **community** infrastructure and services.
- b. The public recreation system should provide **equitable** access to recreation spaces and amenities for passive and active uses, inside and outside of built infrastructure.
- c. The public recreation system should have **equitable** access, funding and distribution of active programming and passive recreation opportunities, including structured programming, leisure and **community**-led programming.
- d. The **development** of new and enhanced public recreation spaces should be preceded by a long-range planning process to identify needs and demands (including equity considerations), service gaps and overlaps, capital, and operating considerations.
- e. Public recreation system gaps and undersupply should be resolved by one or more of the following:
 - i. Develop new recreation infrastructure in areas of growth.
 - ii. Enhance and maintain the quality of existing recreation programs and amenities.
 - iii. Improve the allocation of public recreation spaces.
- f. The public recreation system should be designed to reflect the needs of the public, diverse user groups and recreation partners.
- g. The public recreation system should be inclusive and reflective of demographic and cultural needs, accessible, affordable, all-season, climate-resilient and adaptable for various programming and users.
- h. The public recreation system should be well-connected and integrated with the mobility system.



4.3

Municipal civic facilities

Public-facing municipal civic facilities offer people access to a variety of spaces and services, including arts, culture, education, community and other support services. These facilities are managed and operated by The City, its partners, community organizations and other levels of government to serve multiple functions, both formally and informally. Examples of public-facing municipal civic facilities include community association facilities, libraries, shelters, and more. Given their importance to Calgarians' quality of life, locating them near walking, wheeling and transit networks is critical.

In contrast, other municipal civic facilities, though not public-facing, fulfill important functions in maintaining city operations and emergency responses. These include buildings and yards for fire, police and maintenance services, all essential for keeping Calgary safe and functioning smoothly. Strategic location of these facilities ensures they can respond quickly to local needs, whether in emergencies or routine operations.

Municipal civic facilities must adapt to the shifting and varied demands of a growing population. Strategic sites and beneficial co-locations help with efficient and effective service delivery. This approach ensures that civic necessities and amenities align with the evolving needs of diverse communities, fostering a well-served, inclusive and thriving city.

Municipal civic facilities policies

- a. Municipal civic facilities should be planned to be resilient, adaptable and accessible.
- b. The **development** of new and enhanced municipal civic facilities should be preceded by a long-range planning process to equitably identify needs and demands, service gaps and overlaps, capital and operating considerations.
- c. Land for municipal civic facilities should be identified before or as early as possible in the **development of area structure plans and local area plans**.
- d. Municipal civic facilities should be designed to fit within the surrounding area, considering the future context of scale, **intensity** and uses and public input, where appropriate.
- e. Municipal civic facilities should be inclusive, provide multiple functions, allow for a range of facility sizes and provide amenities tailored to meet the needs of the diverse population.
- f. Municipal civic facilities should be co-located, either within a single building or site, or with other complementary uses, while preserving operational requirements, including:
 - i. Other uses such as housing, childcare, **urban agriculture**, commercial and institutional.
 - ii. Public amenities such as **parks**, recreation spaces, **transit stations**, and arts and culture.
 - iii. Other municipal civic facilities.
- g. Municipal civic facilities should incorporate energy efficiencies and natural hazard risk mitigation strategies through their planning, design and operations.
- h. Municipal civic facilities should connect with **district energy systems** where it is feasible.
- i. Municipal civic response facilities must incorporate disaster and risk mitigation strategies at all levels of planning, design and operation to reduce vulnerability to disruption.
- j. Public-facing municipal civic facilities should locate in High and Moderate Neighbourhood Activity areas and function as gathering spaces.
- k. Public-facing municipal civic facilities should be adaptable to provide safe, sheltered spaces for the public during year round extreme weather, including cold, heat and poor air quality.
- l. Operations and emergency response facilities should be located and sized to optimize safety and operational requirements.

4.4

Water and sanitary systems

Water systems include the supply, delivery and treatment of drinking water alongside the collection and treatment of wastewater. Calgarians expect reliable and resilient water and sanitary systems. These systems exist behind the scenes, largely going unnoticed by reliably providing water and shepherding away wastewater.

Growing and maintaining the water and sanitary systems requires matching the pace of growth. Consistency is required to introduce services to developing areas while also maintaining and upgrading services in the redeveloping areas.

Policies for water and sanitary system service need to ensure adequate service levels, safety, reliability and resilience. This will ensure that the existing infrastructure is maintained and expanded as needed for redevelopment and new connections are provided in developing areas to continue to provide this vital service for Calgarians.

Water and sanitary systems policies

- a. Water and sanitary infrastructure must provide reliable, safe and efficient service to all areas of the city.
- b. Water and sanitary infrastructure should be planned, designed, operated and maintained to manage risk to an acceptable level, including future climate conditions, and ensure safe and reliable access under all conditions and events.
- c. Water and sanitary servicing must be planned and implemented in accordance with The City's requirements for preserving and managing environmental and **cultural landscapes**.
- d. Water and sanitary infrastructure location, alignment and capacity must be provided in accordance with City standards and confirmed through water utility servicing studies and analysis.
- e. Approved **development** should be serviced with municipal water and sanitary infrastructure.



4.5

Stormwater system

The stormwater system includes the collection, treatment and discharge of water that arrives through precipitation. It is comprised of the urban surfaces that absorb or discharge water, the overland drainage system consisting of parking lots, streets and drainage swales, the underground pipe network that collects water from buildings, streets and parking lots, green infrastructure and storm ponds. Ultimately, this water is either absorbed into the landscape or discharged into Calgary's rivers, creeks and wetlands.

Many of Calgary's communities were built before stormwater was considered in their design. These areas in particular, benefit from retrofitting stormwater improvements either through pipe system or overland drainage system upgrades, provision of storage and/or treatment facilities, or working with the landscape and natural systems to ensure a resilient stormwater system. To ensure ecological health and limit flooding, stormwater needs careful management in these areas and across the city.

All parts of Calgary benefit from a comprehensive approach to stormwater management. This comprehensive approach considers the impact on and role of natural systems, increases the absorptive ability of the land (through green stormwater infrastructure), and supports the piped and overland drainage networks.

Stormwater system policies

- a. Stormwater infrastructure must provide reliable, safe and efficient service to all areas of the city.
- b. Stormwater infrastructure should be planned, designed, operated and maintained to manage risk to an acceptable level, including future climate conditions, and ensure safe and reliable access under all conditions and events.
- c. Stormwater infrastructure location, alignment and capacity must be provided in accordance with City standards and confirmed through water utility servicing studies and analysis.
- d. Approved **development** should be serviced with municipal stormwater infrastructure.
- e. The removal, burying or re-routing of permanent, **ephemeral and intermittent streams** should be limited.
- f. The City should upgrade existing stormwater infrastructure where necessary and feasible.
- g. **Green stormwater infrastructure**, including constructed stormwater wetlands, may be integrated with the **ecological network**, as determined by The City.
- h. The City should integrate stormwater management into all City projects, focusing on designs that enhance the livability and vibrancy of the **community**.
- i. The City should integrate **green stormwater infrastructure** within the **park system** and on other public land, when compatible with programming and in alignment with future uses.



4.6

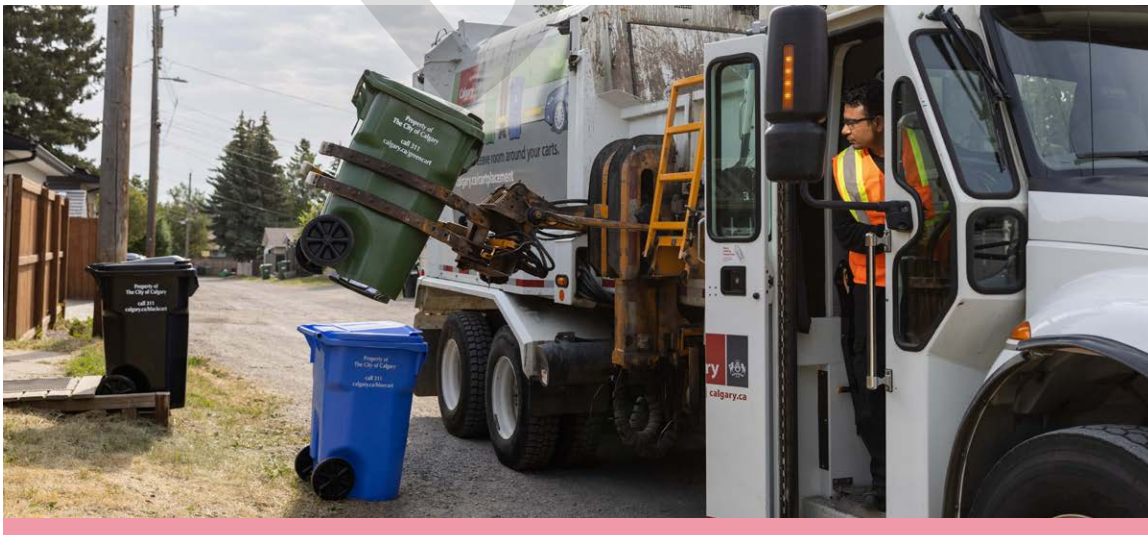
Waste system

Calgary's waste system includes the infrastructure for collecting, reusing, recycling, composting and disposing of waste from households, businesses, organizations and public spaces. This system plays a crucial role in fostering sustainability within the urban environment. The City focuses on waste reduction and responsible waste management practices to protect public health and the environment and promote the efficient use of resources.

Land use decisions and site and mobility network design can support the safe, efficient and effective management and movement of waste. These decisions may also support a circular economy by enabling innovative business models or the co-location of facilities.

Waste system policies

- a. The City should encourage **development** and design practices that reduce waste and reuse materials.
- b. The **circular economy** should be supported in waste management practices through waste reduction, reuse, recycling, composting and other measures.
- c. The operational needs associated with landfills, recycling, and organics processing facilities should be protected, and the long-term liability and impacts managed by reducing conflicts with incompatible uses and managing interfaces with **natural areas**, residential, commercial and industrial areas.
- d. Safe and adequate space for garbage, recycling, and organics bins must be provided, appropriate to use needs and the type of waste generated on site, for all **development** and in public spaces.
- e. Waste collection vehicles must be able to safely access waste bins that are properly placed for collection on public or private land. Waste service areas should be located off a lane, where available.
- f. All mobility networks, including local and lane road networks, should support the safe, direct and efficient movement of waste collection vehicles.



4.7

Energy system

Calgary's energy system is a collaboration between The City and utility providers. Enhancing renewable energy distribution, the infrastructure for the generation and distribution of power and heat, and energy efficiency across residential, commercial, institutional and industrial sectors is crucial for reducing greenhouse gas emissions. To progress towards becoming net-zero emissions by 2050, and to strengthen energy system resilience, there is a pressing need for increased local, low-carbon, and efficient energy generation and distribution. Local energy generation can occur at many scales, from individual homes to larger renewable energy in industrial areas.

The technologies to reduce emissions of energy systems are continuously evolving with known and emerging decarbonization solutions. Energy innovation is possible for all types of technology with support for all decarbonization solutions such as rooftop solar, wind, renewable natural gas, hydrogen, geexchange or others developed along the pathway to net-zero emissions by 2050.

Ensuring resiliency while reducing the greenhouse gas emissions associated with Calgary's energy system requires approaches to manage demand, improve efficiency and diversify energy sources. This requires collaboration across the sector, with homeowners, businesses and the development community.

Energy system policies

- a. Energy systems must provide reliable, safe and efficient service to all areas of the city.
- b. The City should encourage energy systems to adapt to changes in population, energy demand and **low-carbon** technologies.
- c. **Development** should integrate **low-carbon**, renewable energy generation opportunities including community-scale energy systems, where feasible.



DRAFT

CHAPTER 5

Implementing the Calgary Plan

Calgary's planning system uses the Calgary Plan to guide growth, land use and development. In developing areas, this includes area structure plans and the growth application process for planning and funding new communities. In redeveloping areas, local area planning shapes how existing communities will evolve. Tools like outline plans further define future development. The Calgary Plan is a living document, requiring ongoing monitoring, amendments and updates to adapt to the city's changing needs, challenges and opportunities.

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5.1

Further planning

The Calgary Plan informs further local planning by establishing citywide policy and providing direction to inform more detailed land use, urban form and transportation planning actions. In Calgary, land use plans are prepared at a multi-community scale and include area structure plans and local area plans. Area structure plans guide future land use patterns, the road and street network, infrastructure systems and the sequence of development in developing areas. Local area plans direct the redevelopment of lands, infrastructure and other existing systems in redeveloping areas.

Area structure plans and local area plans are statutory documents and new plans will be prepared in alignment with the citywide long-term vision set by the Calgary Plan to the local development context. This helps ensure that all development is aligned to the shared vision established in the Calgary Plan.

The Municipal Government Act provides for reserve dedications as part of the development process. The City will facilitate a consistent and strategic identification of reserve land, in alignment with the Municipal Government Act, to ensure safe development, to protect environmentally significant areas and to appropriately locate community amenities.

In addition to the statutory plans to guide local planning, non-statutory plans such as outline plans play an important role to bridge the higher-level plans to detailed planning applications such as subdivisions, land use and development permits.

5.1.1

Planning in developing areas: area structure plans

Area structure plans are local plans for developing areas where significant development usually has not occurred yet. Planning a new community's form requires the study and planning of land use and density patterns; mobility, servicing and ecological networks; and park and public recreation systems.

Developing areas require substantial private and public investment; therefore, a growth application process is necessary to prioritize and strategically allocate public resources. This decision making process allows for the coordination of the required infrastructure and funding to serve these areas. Along with servicing considerations, informed growth decisions require an understanding of land supply and demand and the social, economic and environmental implications of growth. Resilient, efficiently-delivered and financially sustainable development requires thoughtful and strategic coordination and planning.

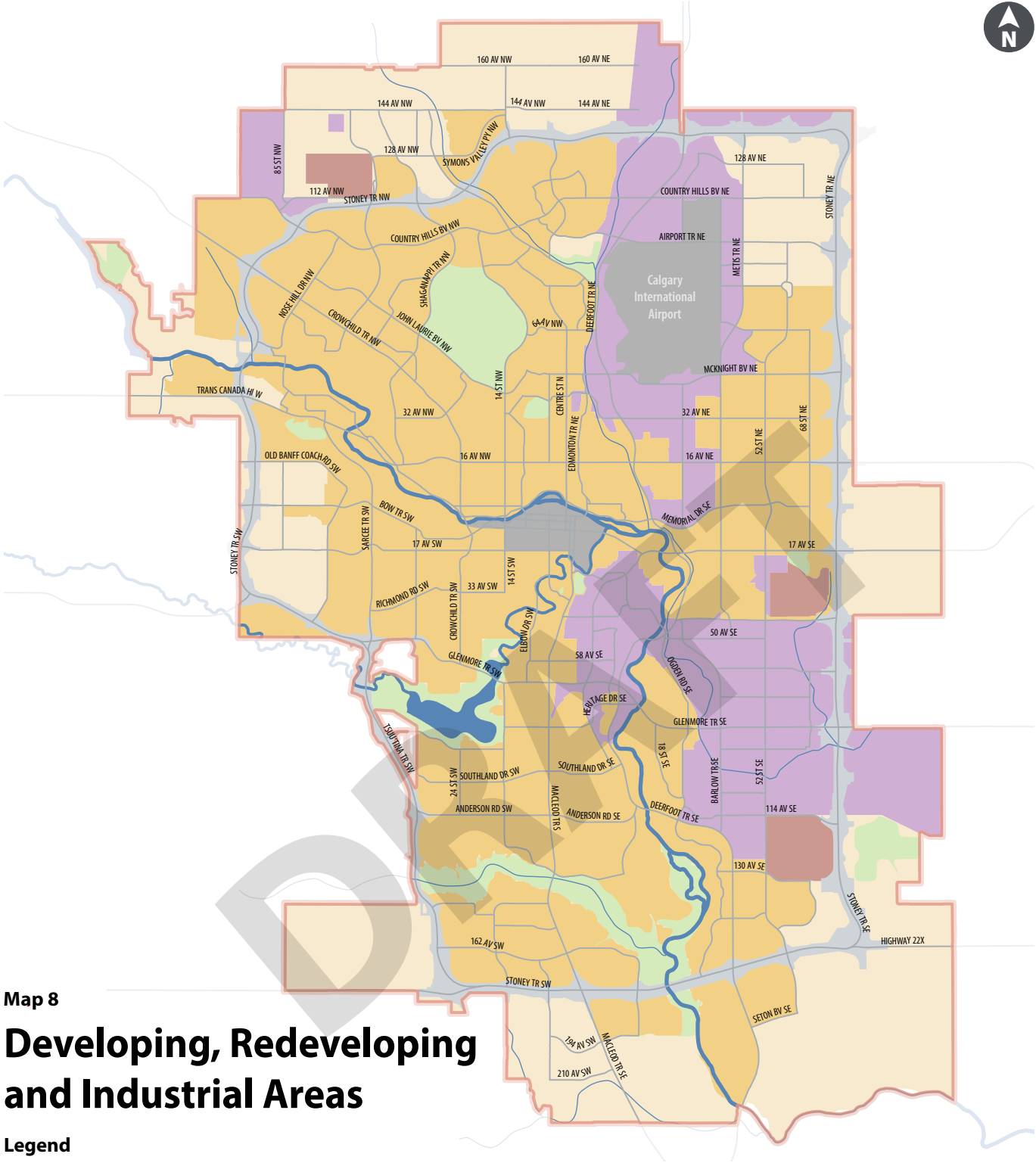


Area structure plan policies

- a. **Area structure plan** areas should be identified, defined and planned to allow for logical and viable infrastructure servicing.
- b. In **area structure plans** with residential areas, the minimum **gross residential density** must be 25 units per hectare.
- c. A **master drainage plan** must be done in conjunction with the approval of an **area structure plan** with the feasibility of the servicing concepts and targets to mitigate downstream impacts determined before **area structure plan** and outline plan approval or land use amendment application.
- d. **Area structure planning** processes should complete and implement the recommendations of technical studies (standalone or combination studies) such as:
 - i. An **ecological inventory**, and, on land without an approved **area structure plan** or outline plan, a **biophysical impact assessment** must be required.
 - ii. **Transportation impact assessment** and safe system assessment.
 - iii. Historical resource baseline assessment or archaeological study.
 - iv. Any other studies required to guide future **development** and phasing, as determined by The City.
- e. An **area structure plan** must identify, at a minimum, the following:
 - i. The **ecological network**, specifically, land with high ecological value and the location of **natural infrastructure**.
 - ii. A general land use concept, including the location of **transit stations**, major utility infrastructure and municipal civic facilities, including emergency services.
 - iii. Mobility networks that support the safe, direct and efficient movement of all travel options including **walking, wheeling**, transit and private vehicle.
 - iv. A hierarchy of **parks** and any planned recreation, school and **community** association sites, where applicable.
 - v. The location of water, sanitary and stormwater infrastructure and any other relevant utility servicing.
 - vi. Locations of cultural significance.
 - vii. Land for long-term or permanent urban agricultural uses, if feasible.
 - viii. How **climate mitigation** and adaptation policies are applied to **development**.
 - ix. Any other relevant policy and plan details required to guide future **development** and phasing, as determined by The City.
- f. The planned capacity and timing of delivery of infrastructure identified by an **area structure plan** should align to proposed **development** phasing plans and The City's growth expectations.
- g. Existing water, sanitary and stormwater infrastructure plans may require re-evaluation when any changes to an approved **area structure plan** land use concept or mobility network are considered.
- h. Opportunities for engagement with **Treaty 7 Nations** and Métis Nation may be provided early in the process to identify significant Indigenous sites, histories, and **Indigenous placemaking** and place-keeping opportunities.
 - i. Opportunities for engagement with **Indigenous peoples** may be provided early in the process including the consideration of Indigenous naming opportunities.

Growth application policies

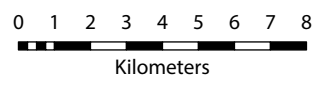
- j. A **growth application** is required in **developing areas** as a mechanism for obtaining The City's financial commitment to growth in these areas.
- k. **Growth applications** should only be accepted in areas with a Council approved **area structure plan**.
- l. Land use amendments, subdivisions and **development permits** in the areas outside the **developing areas** identified in Map 8 of the Calgary Plan may only be approved if at least one of the following conditions are met:
 - i. A **growth application** and associated funding have already been approved for the subject site.
 - ii. Council has already removed a growth management overlay for the subject site prior to 2023 July 25 or the subject site is in an **area structure plan** adopted by Council prior to 2012 July 1.
 - iii. The application is for minor or temporary **development** in advance of fully serviced urban **development** and no change is required in the existing servicing, as determined by The City.
- m. Payment of any applicable fees set out in the current planning applications fee schedule, or as otherwise required by Council, must be submitted prior to evaluation of a **growth application**.
- n. Prior to receiving approval from Council for a land use amendment in a Plan Area, a **growth application** must be submitted for evaluation by City administration and decision by Council. City administration must evaluate a **growth application** in a criteria-based manner, including but not limited to consideration of the following information:
 - i. Consistency with the Calgary Plan.
 - ii. Economic, environmental and social implications.
 - iii. Market demand and absorption rates, relative to current land supply levels and land supply targets identified in Calgary Plan policy.
 - iv. Transition and integration with the surrounding context, land and citywide systems.
 - v. Adjacency with existing fully serviced urban **development**.
 - vi. Ability of subject lands to be efficiently serviced by mobility and utility systems.
 - vii. Identification of major on-site and off-site municipal water, sanitary, stormwater, emergency services and mobility infrastructure improvements and **community** services that will serve or benefit the subject site including the proposed funding sources (City or developer) for the infrastructure and whether the infrastructure is identified as being funded within The City's service plans and budgets and identified in the Calgary Off-site Levies Bylaw.
 - viii. How emergency services will be provided to both City and Provincial standards, considering both capital and operating costs.
 - ix. How **development** will integrate with public amenities and **community** services, including but not limited to healthcare, food services, library, childcare, the **park system** and mobility networks.
 - x. Consistency with other existing and planned City infrastructure and services, with consideration for both capital and operating cost implications to The City over the lifetime of the **development**.
 - xi. Any other information that is required by or may assist The City in evaluating the **growth application**.
- o. A **growth application** is not approved until both of the following have occurred:
 - i. Municipal funding for infrastructure and servicing costs, capital and operating, associated with the **growth application** has received council approval or is in an approved business plan and budget.
 - ii. The **growth application** has received council approval.



Map 8
Developing, Redeveloping
and Industrial Areas

Legend

- Developing Area
- Greater Downtown
- Industrial Area
- Major parks
- Redeveloping Area
- Airport
- Landfills
- Transportation Utility Corridor



5.1.2

Planning in redeveloping areas: local area plans

Local area plans are statutory, multi-community plans that guide redevelopment in areas where lands have already been developed. These plans are developed with community and interested party participation to envision both how and where growth will occur and identify community needs. This includes planning the future of mobility, servicing and ecological networks while identifying resources, amenities, local considerations and investments to shape the vision of the community for the next 30 years. Managing the growth and transformation of the redeveloping areas requires a comprehensive, participatory planning process.

Local area plan policies

- a. A **local area plan** must contain, at a minimum, the following:
 - i. Vision for growth and change in an area.
 - ii. Direction and policy to guide **development** and redevelopment in an area.
 - iii. Identified **wheeling**, transit and street networks and priority **walking** areas between local destinations.
 - iv. The location of the **ecological network** and **natural infrastructure**, if applicable.
 - v. Potential infrastructure investments that support growth and address public recreation, **park** and mobility systems gaps in the area.
 - vi. Evaluation of alignment with the city structure of the Calgary Plan.
- b. **Local area planning** processes should seek to enable an engagement environment that hears from diverse members of the public, including **equity-denied groups**. The feedback from this engagement should be considered to complement and enhance context analysis and technical study results.
- c. **Local area planning** should:
 - i. Identify policies to help protect and connect existing or future **natural areas** and **natural infrastructure**.
 - ii. Identify policies to conserve and enhance **heritage resources**.
 - iii. Consider relevant river and stormwater flood policies.
 - iv. Consider existing and planned infrastructure.
 - v. Consider **greenhouse gas emissions** modeling and include **climate mitigation** and **adaptation** outcomes and policies.
- d. **Local area planning** may consider **Indigenous peoples** and equity outcomes when drafting policy.

5.1.3

Outline plans

Outline plans are non-statutory plans established by The City to bridge area structure plans or local area plans with subsequent planning applications, such as subdivision, zoning and development permit processes. They range in size and complexity, and require several studies to inform their development. Specifically, outline plans identify block and street patterns, land uses, parks, servicing networks and other features, as required. To facilitate complete communities connected with citywide networks, outline plans create a development vision to support more detailed planning application processes.

Outline plan policies

- a. Outline plans must be consistent with the South Saskatchewan Regional Plan, Intermunicipal **Development** Plans and municipal plans and policies.
- b. Where no approved outline plan exists on a parcel of land, an outline plan should be submitted when any of the following conditions are met:
 - i. When subdivision of a parcel of land 0.8 hectares in size or greater is proposed.
 - ii. The area includes a parcel of land with outstanding **municipal reserves**, which may be provided through land dedication or cash in lieu.
 - iii. The area includes the need for a public street.
 - iv. When a subdivision is complex.
 - v. When multiple infrastructure upgrades are triggered.
 - vi. A statutory plan requires an outline plan.
- c. The City should confirm the capital servicing and related capital investment requirements to support the subject site prior to outline plan approval, when required.
- d. Alternative alignments for proposed mobility, utility and other infrastructure systems may be considered when the alternative also meets City standards and policies.
- e. Outline plans and land use amendment applications must identify the location of proposed utility rights-of-way that will minimize impact on any known **ecological network** and archaeological sites.
- f. Concept plans for proposed municipal and **environmental reserve** lands must be submitted and approved by The City prior to outline plan approval, and dedicated at the time of subdivision.
- g. Municipal and **environmental reserve** lands must be identified in accordance with the provisions of the Municipal Government Act and The City's policies on reserve lands.
- h. Outline plans may be required to include the following, as determined by The City:
 - i. A new tree planting master plan.
 - ii. A **staged master drainage plan**.
 - iii. A mobility study.
 - iv. A **biophysical impact assessment**.
 - v. A **sanitary servicing study** and water network plan.
 - vi. Any other study identified.
- i. An outline plan and land use amendment application must provide, at the applicant's expense, sufficient information for The City to ensure the application complies with applicable policies. If the information is insufficient, as determined by The City, the outline plan or land use amendment application may not receive a complete assessment or be recommended for approval.
- j. Where The City deems an outline plan necessary, land use approval should not be granted until the outline plan has been approved.

5.1.4

Reserve lands

Reserves are a type of land dedication shifting ownership from private land to public land.

Environmental reserve applies to land that is not suitable for development and contains features such as swamps, gullies, ravines, coulees, river flood areas or land adjacent to a water body. Conservation reserve is land with environmentally significant features that are ineligible for environmental reserve; these reserves require compensation from The City. Municipal and school reserves are used for parks, recreation areas, schools, or other purposes. The City will facilitate a consistent and strategic identification of reserve land, in alignment with the Municipal Government Act, to ensure safe development, to protect environmentally significant areas and to appropriately locate community amenities.

Municipal and school reserve policies

- a. The **subdivision authority** must require that 10 per cent of lands that are the subject of a proposed subdivision be dedicated for the purpose of providing **municipal reserve, school reserve, and/or municipal and school reserve**, in accordance with the provisions of the Municipal Government Act. Reserve dedications should be free of utility rights-of-way, energy infrastructure setbacks and other constraints that could impact the future functionality of the lands.
- b. Notwithstanding policy (a) above, in the case of a strata (volumetric) subdivision of a portion of a building, the **subdivision authority** may consider reducing or eliminating the dedication of reserves, or reducing or eliminating the payment of reserve cash-in-lieu, where the following condition is met to the satisfaction of the **subdivision authority**:
 - i. The redevelopment site consists of small parcels created on a prior subdivision that are required to be consolidated into a single parcel to meet the Alberta Building Code requirements for the building which is to be subsequently subdivided into strata lots.
- c. Where The City does not require reserve to be dedicated as land or provided as money-in place of land, a deferred caveat should be registered against the Certificate of Title of the parcel(s) to the satisfaction of The City.
- d. Dedication of reserves must occur in the form of reserve land, cash in lieu or, if warranted, filing a deferred reserve caveat against the title of the lands being subdivided. The means of reserve dedication will be determined by The City upon the advice of the Joint Use Coordinating Committee.
- e. Lands with existing or proposed deep utility alignments must not be designated as reserve.
- f. Additional reserve land purchased by The City or the school authorities using the Joint Use Reserve Fund should not be considered to comprise part of the landowner's dedication at the time of subdivision.
- g. **Municipal reserve, school reserve** and municipal and **school reserve** land should be allocated and prioritized by location as follows:
 - i. Neighbourhood needs, which may include school board-operated elementary schools or elementary/junior high schools, and **neighbourhood parks**.
 - ii. **Community** needs, which may include school board-operated junior high schools, **community** associations, **open space** links and **environmentally significant areas**.
 - iii. Regional needs, which may include school board-operated high schools, **regional parks** and regional recreation areas including athletic **parks**.

Environmental reserve and conservation reserve policies

- h. Lands with existing or proposed deep utility alignments should not be designated as environmental or **conservation reserve**.
 - i. **Environmental reserves** should be provided in accordance with any applicable, Council-approved environmental policy in effect at the time of subdivision including, but not limited to, the Environmental Reserve Setback Guidelines or their replacement.
 - j. **Conservation reserves** should be considered when **environmentally significant areas** are identified through the **area structure planning, local area planning**, or outline plan process and cannot be protected through alternative methods at the time of subdivision.
 - k. **Environmental reserve** must be provided for all unstable landforms, as determined by The City based on an approved geotechnical study from the toe to top of slope.

5.1.5

Municipal Government Act requirements

This section provides policies for land use and development adjacent to sour gas facilities, the protection of agricultural operations. Development in the vicinity of the Calgary International Airport is subject to applicable provincial and federal regulations.

Oil and gas facilities infrastructure policies

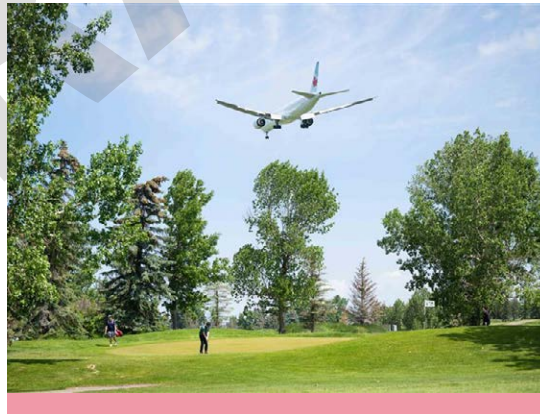
- a. The City should engage with oil and gas facility operators to identify the location of active, future and abandoned oil and gas operations and facilities, the projected life span of those operations, and the impact of the facilities and safety setbacks (if any) on developing and redeveloping areas.
- b. The City should apply appropriate setbacks on oil and gas facilities operators as determined by the Alberta Energy Regulator and apply additional setbacks, if required, to address nuisance factors.
- c. When determining the locations and timing of growth, The City should engage with oil and gas facility operators on the potential impacts of active, future and abandoned oil and gas operations and facilities on emergency planning zones, evacuation route planning, and Calgary's emergency responders.
- d. The City should support, in principle, the accelerated resource extraction in areas with little or no existing urban **development** to allow for orderly and safe city **development**. However, each situation will be unique and require evaluation on its merits.

Agricultural protection policies

- e. The City should protect existing agricultural operations by maintaining appropriate definitions and zones in land use and **development** regulations.
- f. The City should limit the premature **fragmentation** of agricultural land.

Airport vicinity protection area policies

- g. The City should incorporate relevant land use, **development** and building policy into **area structure plans** and **local area plans** for areas impacted by airport operations.
- h. The City should notify the Calgary International Airport at the outset of land use planning studies or **development** applications for lands within the airport vicinity protection area.



5.1.6

Sand and gravel resources

The City recognizes the strategic importance of retaining local sources of building materials within a sustainable city to minimize the need to import these resources. The protection of sand and gravel sources from premature urban development will help maintain a supply of building materials. Additionally, sand and gravel extraction operations require land use direction to mitigate any potential conflicts with adjacent urban uses. Access to sand and gravel resources is facilitated along the Goods Movement Network as shown on Map 7.

- b. The City should allow the continuation of existing sand and gravel extraction operations in accordance with the conditions of the necessary permits.
- c. The City should support the recycling of concrete, pavement and stone in locations that minimize the nuisance impacts of dust, noise, odours and large commercial vehicle traffic on surrounding urban **development**.

Sand and gravel resources policies

- a. The City should protect existing and future aggregate sources from premature use for urban **development**, and ensure appropriate mitigative measures to protect and facilitate aggregate extraction.



5.2

Working together

Implementing the policies of the Calgary Plan depends on equitable and inclusive public participation and engagement activities to inform land use plans, practices and processes. This includes creating and maintaining strong, ongoing relationships with communities, interested parties (including the development industry, community organizations, school boards, utility providers, among others), municipal neighbours, regional partners, and all City departments to enable these parties to work together to build an inclusive city and region.

Recognizing the foundational importance of equity in land use planning and the implementation of the Calgary Plan, The City works with under-represented populations, particularly Indigenous Nations and peoples, diverse Racialized communities and equity-denied groups so that their perspectives are reflected in building safe, welcoming places for everyone who lives and visits Calgary. This complements the existing processes in place to collect feedback from the public at large, development industry and community associations.

City building is a complex intersection of different systems (land use, mobility, parks, ecology, servicing, and more) requiring collaboration across City departments and engagement processes that hear from a diversity of perspectives and interests, balancing different needs. This requires ongoing conversations, engagement and understanding to lead to informed decision making.

Figure 14 – The Calgary Plan: guiding City plans and strategies



5.2.1

City policies

Coordinating City departments to achieve the outcomes of the Calgary Plan requires a shared commitment to collaboration, transparency and equity. A key opportunity lies in ensuring that departments work together to align priorities, budgets and strategies in a way that supports broader goals.

Public engagement should be thorough, inclusive and meaningful, especially when considering the voices of Indigenous peoples, Racialized communities and equity-denied groups. By addressing barriers in land use policies and integrating equity-based approaches, Calgary can create more just and inclusive decision making processes. Together, these efforts aim to build a city where all residents have a voice and equitable opportunities to thrive.

- a. The City should:
 - i. Coordinate to define priorities, plan projects and identify initiatives that achieve the goals and outcomes of this plan.
 - ii. Coordinate and prioritize investments in projects, infrastructure, and programs that work towards the delivery of this plan.
 - iii. Ensure that all indicators contained within this plan are reflected in The City's relevant long term plans and strategies.
 - iv. Align business plans and budgets to achieve the outcomes of this plan.
- b. Land use plans, regulations and processes should:
 - i. Align with policies, decisions, processes and practices with other overarching City equity plans and strategies to help identify and remove barriers.
 - ii. Develop accountability measures, including monitoring and evaluation.
 - iii. Conduct an equity analysis to ensure equity-based improvements are being implemented.
- c. Infrastructure planning should coordinate growth-related upgrades with lifecycle renewal and maintenance investments.

5.2.2

Incentives

Incentives make it easier for people and projects to align with broad City goals – whether that's supporting affordable housing options, conserving heritage buildings, improving the ecological network or building lower-carbon homes. The incentives identified in the Calgary Plan are strategic items that can benefit the city as a whole.

- a. The City should incentivize qualifying **heritage resources** for **municipal historic resource** designation.
- b. The City should explore incentives for **naturalization**, habitat protection, tree retention and other ecological improvements on private land within the **ecological network**.
- c. The City should encourage and incentivize the shift to **zero emissions vehicles**.
- d. The City should incentivize renewable energy opportunities.
- e. The City should incentivize a variety of non-market and **market housing** types, forms, tenures and ownership options.

5.2.3

Indigenous peoples policies

Indigenous engagement may foster inclusive urban development that honours the Traditional Knowledge and cultural heritage of Indigenous peoples that have had a presence on these lands since time immemorial. Currently, there is an important opportunity to build and strengthen relationships between The City and Indigenous peoples to address shared concerns such as climate resilience, ecological health and cultural preservation that will serve to continue along a path of reconciliation as well as understanding their needs of living in the city are met equitably. Working with Indigenous peoples will help foster inclusivity, sustainability and a culturally enriched future for all residents.

- a. The City may work together with **Indigenous peoples** on matters including, but not limited to, City roles in water, drought, climate **resilience**, city-owned **park system**, housing, cultural and **heritage resources**, public art, placemaking and place-keeping initiatives, efficient and sustainable infrastructure, regional mobility and transit system, and sustainable and traditional food systems.



5.2.4

Provincial, federal, school board and utility policies

Effective collaboration between different levels of government and key agencies is crucial for addressing the complex challenges facing Calgary’s growing population. Currently, there is a unique opportunity for The City to strengthen its partnerships with provincial and federal governments, as well as local authorities, to ensure sustainable funding, improved infrastructure, and equitable access to essential services like health care, education and housing. By working together across jurisdictions and coordinating efforts with utility providers and school boards, Calgary can enhance resilience, improve service delivery, and promote the well-being of its residents. These partnerships are vital to creating a cohesive and efficient city that meets the diverse needs of all Calgarians.

- a. The City should work together with the Province and related authorities and agencies on issues of provincial jurisdiction that have impact on Calgarians, including:
 - i. Sustainable sources of capital and operational funding.
 - ii. Water management, flood **resilience** and strategic management of watersheds.
 - iii. Roadways and highways under provincial jurisdiction and all mobility network regulations.
 - iv. Inter-city and regional transit and mobility networks.
 - v. Health care, education and social supports.
 - vi. **Non-market housing** and shelters.
- b. The City should work together with the federal government and related authorities and agencies on issues of federal jurisdiction that impact Calgarians.
- c. The City should collaborate and coordinate on growth monitoring and planning actions with local school boards to revitalize, optimize and locate and integrate school sites into developing and **redeveloping areas**.
- d. The City should work together and coordinate activities with utility network owners to minimize disruption and costs to people and businesses in Calgary.

5.2.5

Regional policies

Regional planning in the Calgary Region presents shared challenges that require collective effort and cooperation. Aligning with intermunicipal development plans ensures a cohesive approach to addressing these common challenges. Collaboration on regional mobility, open space networks and economic development enables all partners to contribute to solutions that benefit the entire region. The City of Calgary is committed to maintaining strong relationships with our intermunicipal neighbours and regional partners. Together, through joint collaborative planning and investment, regional municipalities can build a resilient and prosperous future for the people who live here.

The Calgary Plan must be consistent with relevant intermunicipal development plans.

- a. The City may work with **regional municipalities** on matters of joint interest, to align growth management objectives and optimize services.
- b. **Development** should mitigate and communicate impacts on neighboring municipalities such as transportation, servicing, watershed management, interface planning, land use including agricultural lands and **open space**.
- c. The City should consider impacts on neighboring municipalities, where **development** may affect transportation, servicing, watershed management, interface planning, land use including agricultural lands and **open space**.
- d. The City may work with **regional municipalities** and subregional groups in monitoring, designing and prioritizing investments in utility infrastructure systems.
- e. The City may work with **regional municipalities** and other groups on the planning, designing and implementing of regional mobility systems, including transit.

5.3

Using and updating the Calgary Plan

Calgary's long-term vision evolves over time, and the Calgary Plan must adapt accordingly. Ongoing monitoring is needed to track progress toward The City's goals and outcomes and adjust approaches where needed. Additionally, periodic amendments to the Plan may be required to reflect changing circumstances to keep the document relevant to Calgary's needs.

The effective implementation of The Calgary Plan will require further work to align many existing plans and processes to the direction described here. This includes land use and mobility planning documents and processes, as well as subject specific strategies that address different aspects of Calgary Plan direction. The City will take additional steps to maintain a line-of-sight between the Plan's goals and policies and subsequent planning and investment processes and allow the plan to adapt over time as Calgary continues to grow and evolve.

5.3.1

Amendments

The Calgary Plan is an evolution of its predecessor plans and, with time, will require modernization to remain current and responsive to the challenges and opportunities facing Calgary. To do this, the Calgary Plan will need to be updated through regular minor amendments as well as less frequent, more comprehensive reviews.

- a. The City should update maps, measurements and policies when more current information, reports or analyses become available to support changes.
- b. The City should comprehensively revisit and update this plan within 10 years of adoption.
- c. The City should adjust approved, but not built-out, plans to align with Calgary Plan when needed.
- d. The City should update any Calgary Plan maps or policies, as necessary, upon approval of new annexation, municipal boundary changes, **area structure plans** or **local area plans**.

5.3.2

Monitoring and reporting

The Calgary Plan provides direction for numerous systems and is operationalized through further subject area plans and land use and mobility planning. The City benefits from a comprehensive suite of indicators to measure and report on progress toward the outcomes identified in within this plan.

The Calgary Plan identifies indicators that will be reported on to gauge progress towards the direction contained within the Plan.

- a. The City should strive for continuous improvement of data collection and analytics to support data-driven tools and **equitable** approaches for decision making for City services.
- b. The City should report on the progress of relevant Calgary Plan indicators.

5.3.3

Indicators

The Calgary Plan uses indicators to measure progress toward its goals and outcomes. By monitoring these indicators and reporting regularly, The City demonstrates accountability to Calgarians and identifies when adjustments to policies, investments or other initiatives are needed. This approach helps ensure the Plan remains responsive to changing conditions and continues to meet the needs of Calgarians.

Influencing Indicators: Influencing Indicators measure things that The Calgary Plan has some direct influence over by implementing the policies and directions within the Plan. Baselines are used to describe the current state of where we are as a city. Targets identify where we want to be as a city in the future.

Indicator	Metric	Measuring progress		
		2025 Baseline*	2030 Target	2050 Target**
Balanced growth	Per cent of new housing units built in redeveloping areas	50%, annually and cumulative		
Downtown growth	Increase in Greater Downtown population	56,000 (estimate)	62,000	100,000
Ecological network connectivity	Per cent of total natural area that remains connected to the ecological network.	75%, annually and cumulative		
Ecological network enhancement	Total area of land restored in the park system.	447 ha (2024)	750 ha	1450 ha
Park access	Per cent of housing units within 400 metres of a multi-functional park	45%	65%	75%
Transit oriented development	Per cent of housing units within 600 metres of a transit station	29% (2023)	35%	50%
Transportation mode split	Per cent of citywide trips made by walking, wheeling, and transit, out of all trips including those by private vehicle.	19% (2022)	24%	40%
Urban forest	Per cent tree canopy coverage	9.6% (2024)	10%	14%
Water demand	The average volume of water used per person per day in Calgary	356 litres per capita (2023)	315 litres per capita	285 litres per capita (2040)

* Baseline data is from 2025 unless otherwise stated. ** Target is for 2050 unless otherwise stated.

Monitoring Indicators: Monitoring Indicators measure things that The Calgary Plan only has indirect influence over and mostly change due to factors outside The City's direct control. Monitoring and reporting these indicators so The City can identify when strategic actions may be necessary into the future to address emerging challenges.

Name	Metric	What to monitor
Climate mitigation	Community greenhouse gas emissions per capita	Decrease toward net-zero emissions by 2050
Equity	Calgary Equity Index scores	Reduction in range of equity scores
Housing and transportation cost	Per cent of household income spent on housing and transportation	Decrease in total cost spatially throughout the city
Housing market	Housing price-to-income ratio	Decrease in price-to-income ratio
Infrastructure	Infrastructure current replacement value per capita	Changes in infrastructure asset valuations and citywide population growth
Rental market	Purpose-built rental vacancy	Vacancy trending significantly above
Taxable assessment values	Per cent assessment share by property class	Change in per cent share of total assessed value by property class

Glossary

Accessibility	Refers to universal accessibility, which is the design of products, building features and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. It is the integration of usability and accessibility methods that enable public interaction.
Area structure plan	As set out in the Municipal Government Act, long-term planning document that guides growth and development of undeveloped lands into a complete community . It is the first step in setting general land use concepts and establishing overarching planning policies that guide the development of un-serviced lands within Calgary's city limits. This development happens over a long time, typically from 20 to 30 years.
Arterial streets	Streets that provide a reasonably direct connection between multiple neighbourhoods and major destinations. They typically carry between 10,000 and 30,000 vehicles per day as shown on Map 6.
Biophysical impact assessment	An inventory and analysis of the impact on all living and non-living natural resources in a defined area with analysis of impacts based on proposed development .
Building scale	A modifier, identified through local area plans , to determine the maximum number of storeys allowed on a site. <ul style="list-style-type: none"> – Limited building scale is less than or equal to three storeys. – Low building scale is less than or equal to six storeys. – Mid building scale is less than or equal to 12 storeys. – High building scale is less than or equal to 26 storeys. – Highest building scale is 27 storeys or greater.
Circular economy	An economic system where resources are kept in use for as long as possible through better design and continuous reuse, and maximum value is extracted from them. A circular economy minimizes or eliminates waste and pollution, and conserves resources.
Climate adaptation	The actions, policies, programs, tools and strategies intended to reduce the negative impacts of climate change on municipal infrastructure, natural assets, economy and people.
Climate change	A long-term change in the average weather patterns that have come to define earth's local, regional and global climates due to the increase in atmospheric greenhouse gases caused by human activities.
Climate hazard	The potential occurrence of a climate change driven event or trend that may cause loss of life, injury, or other health impacts, as well as damage and loss to property, infrastructure, livelihoods, service provision, ecosystems and environmental resources. Climate change amplifies the intensity , frequency and variability of climate hazards . Calgary's eight main climate hazards include extreme heat, wildfire, drought, river flooding, severe storms, heavy snowfall, shifting seasons and heavy rainfall.

Climate mitigation	The actions intended to reduce and prevent greenhouse gas emissions from going into the atmosphere, or those activities that remove these greenhouse gases from the atmosphere through natural or technological means.
Co-housing	Semi-communal housing consisting of a cluster of private dwellings and a shared communal space such as for cooking or laundry facilities.
Collector streets	Streets that are intended to gather and disperse people within neighbourhoods, provide connections to arterial streets and support neighbourhood places. Lane widths are adequate for transit vehicles in all areas and goods movement vehicles in industrial areas. Active mobility facilities are separated from vehicle traffic as shown on Map 6.
Community	A specific population or catchment with similar characteristics that could be geographical, demographic or cultural.
Community scale flood protection	Local physical barriers, such as berms, dykes and flood walls are placed where the riverbanks need to be raised to mitigate flooding at specific locations and provide protection to communities.
Conservation reserve	The land designated as conservation reserve under the Municipal Government Act.
Conservation study	A detailed assessment and strategic planning document focused on the conservation of heritage resources . A conservation study should: <ul style="list-style-type: none"> – Investigate all available options for conservation of the heritage resources including possibilities for adaptive re-use or integration into the overall development. – Estimate the costs and development impacts associated with various conservation options. – Demonstrate familiarity and understanding of national heritage conservation standards and guidelines and best practices.
Co-operative housing	A legal association, incorporated as a co-operative, with no outside landlord and controlled by the members, to provide at cost housing for the membership.
Cultural landscapes	These are places shaped by both nature and people, particularly the influence of the natural environment on human culture. Protected cultural landscapes can help illustrate how communities have changed over time, from both societal and physical perspectives. They are influenced by a range of social, economic, cultural and environmental factors.
Cumulative impacts	Changes to environmental, social and economic conditions caused by the combined effect of past, present and potential future human activities and natural processes.
Curb space	The land between the gutter and the vehicle travel portion of the street.
Dangerous goods routes	Routes for vehicles transporting dangerous goods for which marks are displayed as set out by the Dangerous Goods Transportation and Handling Act.

Developing areas	The areas identified as "Developing" on Map 8. Growth in these areas usually occurs on vacant land on the city's edge where urban development is occurring for the first time.
Development	An excavation or stockpile, construction, renovation or repairs to a building, a change in the use of land, or an increase in the intensity of land use.
Development authority	A designated role within the City of Calgary who has the authority to exercise development powers and perform duties on behalf of the municipality related to development approvals.
Development permit	Authorization from The City for a proposed development including the design, location and use of a building or structure.
District energy systems	A system with one or more energy centres to produce thermal energy, a distribution piping system to connect energy centres to individual buildings, and energy transfer stations at each building to supply domestic hot water heating and space heating and cooling.
Drinking water protection zones	An area around a drinking water intake where land use activities have the potential to pollute drinking water.
Ecological inventory	A study that provides information to identify environmentally significant areas , and natural features and species present in a region. It facilitates informed decisions regarding the protection and enhancement of these features in accordance with City plans and policies.
Ecological network	A network of ecological components (natural habitats, corridors and buffer zones) intended to provide the physical conditions necessary for ecosystems and species populations to survive in a human-dominated landscape.
Electric vehicle-ready stalls	A parking stall that has an adjacent energized outlet such as an electrical junction box or a receptacle where an electric vehicle level two charger can be installed in the future.
Energy transition	The process of reducing emissions and improving the long term performance of energy systems using a range of technologies including renewables, emissions reducing technologies and conventional energy sources.
Environmental reserve	The land designated as environmental reserve under the Municipal Government Act.
Environmentally significant areas	Natural areas recognized by The City as providing essential ecosystem functions and services within urban or adjacent landscapes and include one or more of the following: <ul style="list-style-type: none"> – Areas with wetlands, non-permanent streams, surface water, floodplains, riparian areas, source watershed and the meander width of a watercourse. – Rare, intact or biologically diverse areas with native vegetation communities, soil function, unique landscape features, pollinators, rare plants or historical and cultural resources. – Habitat for native species of interest which with habitat connectivity, patches, fish habitats, species at risk, terrestrial species present, habitat sensitivity and slope characteristics.

Ephemeral and intermittent streams	A stream that flows only briefly during and following a period of rainfall in the immediate locality or a watercourse or portion of a watercourse that flows continuously only at certain times of the year.
Equitable	Means conditions are adjusted to meet people’s diverse needs, strengths and social realities. It requires recognition that different barriers (often systemic) exist for diverse individuals or groups. The result of equity is all people have the opportunity to benefit equally from City services.
Equity-denied groups	Groups of people who do not benefit equally from City services due to intersecting identity factors, demographics and geographic location. Equity-denied groups include, but not limited to, Indigenous, Black and diverse Racialized peoples, women, gender and sexually diverse communities, people with disability, people living in risk of or in poverty, visible minorities and ethnic, cultural, linguistically diverse communities that have faced historic systemic oppression or discrimination.
Flood fringe	The area, identified and mapped by the Province of Alberta, that is the part of the flood hazard area outside of the floodway . Water in the flood fringe is typically shallower and flows more slowly than in the floodway .
Flood hazard area	The area, identified and mapped by the Province of Alberta, that would be flooded in a 1:100-year flood event. It is divided into four zones: floodway, high hazard flood fringe, flood fringe , and protected areas.
Flood mitigation	The policies or structures that reduce the risk of floods, either by preventing floodwater from entering an area or by reducing the potential damages or threats to public safety when flooding does occur.
Flood mitigation infrastructure	Measures that keep river flood water out of areas to a specified water level, reduce property damage and increase public safety. Examples of physical structures are dams and reservoirs, as well as barriers.
Floodway	The area, identified and mapped by the Province of Alberta, that typically represents the area of highest hazard where design flood flows are deepest, fastest, and most destructive.
Fragmentation	The process where large, continuous habitats are divided into smaller, isolated patches due to human activities such as urban development , road construction and infrastructure expansion. This disrupts the natural movement of species and the flow of ecological processes.
Greater Downtown	The communities of Downtown Core, Downtown West, Eau Claire, Chinatown, East Village, Beltline and a portion of Sunalta, north of the rail line as shown on Map 1 and Map 2.
Green stormwater infrastructure	A type of natural infrastructure that incorporates natural features and processes into stormwater management. Measures such as infiltration, evapotranspiration, harvesting, filtration and retention are used to reduce stormwater rates and volumes and remove contaminants at or close to the source of runoff. It aims to mimic the natural water cycle and ecological functions.

Greenhouse gas emissions	Any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide, methane, nitrous oxide, hydrochlorofluorocarbons, ozone, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride.
Gross residential density	A measure of housing units per gross developable residential hectare excluding secondary suites.
Groundwater	Water stored below the ground surface in soil and rock that can rise or move in response to rainfall, snowmelt, or river flooding.
Growth application	An evaluation process to review and make decisions on developing area growth and associated municipal capital and operating investments.
Heavy industrial	Industrial businesses that require large, serviced parcel sizes to support operational requirements and to mitigate high safety risks. The operations often involve extensive outdoor storage and handling activities and generally require medium to heavy duty vehicles to transport goods. Heavy industrial businesses often have large numbers of employees.
Heritage commercial areas	The following areas: <ul style="list-style-type: none"> – West side of 1 Street SW (11 Avenue SW to 13 Avenue SW) – South side of 10 Avenue SW (1 Street SW to 4 Street SW) – West side of 11 Street SW (14 Avenue SW to 15 Avenue SW) – 9 Avenue SE (11 Street SE to 13 Street SE) – East side of 11 Street SE (18 Avenue SE to 21 Avenue SE and 1240 20 Avenue SE) – East side of 10 Street NW (Memorial Drive to 134 10 Street NW) – North side of Kensington Road NW (10A Street NW to 11 Street NW) – 8 Avenue S (3 Street SW to McLeod Trail SE) – 1 Street SW (7 Avenue SW to south side of 9 Avenue SW)
Heritage resources	Historic buildings, bridges, engineering works and other structures; cultural landscapes such as historic parks , gardens or streetscapes, culturally significant areas, Indigenous traditional use areas and sites with archaeological or palaeontological resources.
High hazard flood fringe	The area, identified and mapped by the Province of Alberta, located within the flood fringe with deeper or faster moving water than the rest of the flood fringe .
Historical waterways	Waterways that no longer exist due to development .
Housing affordability	A measure that analyzes market costs and trends of the purchasing power of Calgarians across the housing continuum, as well as the ability for homeowners and renters to keep pace with the rising cost of housing such as property taxes, rent increases, assessments and associated costs.
Indigenous peoples	A collective name for the original peoples of North America and their descendants (including, but not limited to Aboriginal peoples of Canada that includes First Nations, Inuit and Métis peoples under Section 35 of the Constitution Act 1982). These are distinct peoples each with their own set of unique histories, languages, cultural practices and spiritual beliefs.

Indigenous place-keeping	The process of working together for the long-term management of public spaces to preserve Indigenous culture and history on the land through planning, design, management and the programming of shared-use spaces.
Indigenous placemaking	The restoration of Indigenous presence within public spaces that may be expressed through language, art and design by working together with Indigenous peoples and rooted in traditional Indigenous knowledge.
Intensity	A measure of the concentration of people and jobs within a given area calculated by totaling the number of people either living or working in a given area.
Inventory of Evaluated Historic Resources	A list of sites that have been assessed by Heritage Calgary according to the Council-approved Historic Resource Evaluation System. Sites listed on the inventory are the primary type of heritage resource recognized by The City, and are considered to have standalone significance and value that extends beyond their adjacent geographic context.
Joint Use Coordinating Committee	This committee is made up of representatives from The City, the Calgary Board of Education, the Calgary Catholic School District and the Conseil Scolaire FrancoSud. They provide advice to the subdivision authority on municipal reserve, municipal school reserve and school reserve for jointly shared sites.
Joint use reserve fund	Funds held in trust under the Joint Use and Planning Agreement between The City and the school authorities.
Light industrial	Industrial businesses that can be accommodated within a building or on smaller serviced or un-serviced parcels to support operational requirements with generally lower safety risks. The operational activities require minimal outdoor storage and handling. Generally, a smaller number of employees and small to medium duty vehicles are required to support operations.
Local area plan	A plan also known as an area redevelopment plan under the Municipal Government Act. It guides where and how future growth and change should happen within a specific area. A local area plan includes multiple neighbouring communities and aims to integrate and enhance the existing fabric of communities as redevelopment occurs to ensure the area is vibrant and thriving in the future.
Local ecological network	Linkages that connect small natural areas, parks or other permeable landscape features within a community and provide opportunities for biodiversity enhancement, naturalization and other green space provisions.
Local park space	Parks that are provided for community use, including neighbourhood parks , sub-neighbourhood parks , linear parks and joint-use sites, and excluding environmental reserve, regional parks and open space .
Low-carbon	A characteristic to describe something that causes or results in a relatively small net release of greenhouse gases in to the atmosphere.
Major ecological network	Key corridors and natural areas that play a central role in maintaining ecological structural connectivity. They support ecological processes and safe passage for urban wildlife, connect major habitat components and locations where there is a higher potential for regional connectivity.

Market housing	Rental or for-sale housing provided at market rates.
Master drainage plan	The plan for managing storm drainage and surface water runoff within the drainage service area.
Mixed-market housing	Housing that includes both market housing and non-market housing .
Modified housing units	A unit that has been repaired, renovated or designed to enable independent living for persons with physical or cognitive disabilities.
Multi-functional park	A park is considered multi-functional when it has two of the three following functions: environment, outdoor sports or recreation.
Municipal historic resource	Any heritage resource that has been legally protected pursuant to the Historical Resources Act.
Municipal reserve	Land designated as municipal reserve under the Municipal Government Act or previous planning legislation.
Municipal and school reserve	The land designated as municipal reserve and school reserve under the Municipal Government Act or previous planning legislation.
Natural areas	A City-owned park intended to protect undisturbed or relatively undisturbed land with natural and native plant characteristics.
Natural infrastructure	An interconnected network of natural systems and green stormwater infrastructure found at multiple scales in the land use and mobility framework. Natural systems include the conservation and integration of elements such as trees, wetlands, riparian areas and parks .
Naturalization/naturalized	Activities that are intended to improve and enhance the natural environment including habitat restoration through the deliberate reintroduction of species that are native to a given area or are well adapted to the climate circumstance.
Neighbourhood areas	Term used to include Neighbourhood – High Activity, Neighbourhood – Moderate Activity and Neighbourhood – Low Activity.
Neighbourhood park	A park that is the primary gathering space and hub of activity within the park system . They are large enough in scale to provide multi-functionality and a variety of amenities. Neighbourhood parks must be no smaller than 1.00 hectare and no larger than 4.85 hectares in size.
Net-zero emissions	A state in which greenhouse gas emissions emitted into the atmosphere is balanced by the removal of greenhouse gases out of the atmosphere. This includes direct emissions such as from tailpipes of vehicles and from furnace combustion indirect emissions from consumption of purchased electricity or heat.
Non-market housing	Housing that is not market housing , such as rental or for-sale housing subsidized for income groups not served by the private market. This type of housing is typically made affordable through public, private and non-profit investment, and includes transitional housing, supportive housing, community housing and affordable housing .

Open space	Land that has a primary purpose that is utilitarian or to provide a recreational activity with managed access, but has a secondary purpose that provides park system functions. Examples include roadway boulevards, public utility lots, transportation and utility corridors and regional amenities such as regional sport fields, athletic parks , cemeteries and public golf courses.
Parks	Publicly accessed land set aside for human enjoyment, recreation, education, cultural or aesthetic use without restricted access.
Parks amenities	A park asset such as a pathway, trail, playground, sport field, bench or viewing platform.
Park system	The public spaces made up of parks , natural areas and open space that provide opportunities for recreation, active mobility and access to nature.
Plaza	Public spaces, generally with hard landscaping, that are part of the park system . They are strategically located across the city especially in high activity areas. Plazas are multi-functional and flexible to enable permanent, seasonal or impromptu passive recreation, cultural, civic and commercial activities and programing. As year-round destinations, plazas support pedestrian movement, with amenities inviting people to stay and participate in a variety of social activities including gathering, interacting, playing, participating in cultural or civic events, local shopping and relaxing.
Primary transit network	A permanent network of high-frequency transit services, of any vehicle type, that operates every 10 minutes or better, 15 hours a day, seven days a week as shown on Map 5.
Redeveloping areas	The areas identified as 'Redeveloping' on Map 8. These are typically areas where the first generation of urban development is largely complete. Growth in these areas usually occurs through redevelopment of existing buildings and already developed lands.
Regional municipalities	The municipalities surrounding the city of Calgary, including Airdrie, Chestermere, Cochrane, Foothills County, High River, Okotoks and Rocky View County. Depending on the context, it can also include municipalities within the source watershed (Banff, Bighorn County, Canmore) and municipalities within the South Saskatchewan River Basin.
Regional parks	Parks that provide a special purpose or attraction which benefits users beyond an immediate community . They are designed to support longer durations of stay, accommodate a range of activities, serve multiple communities and include specialized amenities which would not be typically found in community parks , such as water features, multi-sport surfaces, arts and culture spaces or accommodation for large multi-use festival and event spaces.
Resilience	The ability of a city and its systems to anticipate, withstand, adapt to, and recover from shocks and long term stresses, while continuing to function and support community well being.

Restoration	The active process of assisting, through land management activities, the recovery of a degraded habitat to initiate or accelerate its succession towards a reference habitat. The range of habitat restoration types include reclamation, naturalization , rehabilitation and restoration .
Riparian	The areas of land where the plants and soils are strongly influenced by the presence of water. They are transitional lands between aquatic ecosystems (wetlands, rivers, streams or lakes) and terrestrial ecosystems.
Riparian management categories	The five riparian management categories and definitions are: <ul style="list-style-type: none"> – Conservation: Riparian areas retained for natural open space. – Restoration: Riparian areas with suboptimal health or poor vegetative cover that are intended to be reclaimed or restored. – Recreation: An area of high recreational value and use where activities do not significantly compromise ecosystem health or biodiversity. – Flood and Erosion Control: Riparian areas subject to flood and erosion risk. The priority is to mitigate potential flood or erosion damage using the best options available to safeguard people, habitats and development. – Developed: Riparian areas affected by development. If suitable opportunities arise such as redevelopment, closure of a major industrial facility, these areas will be assessed for restoration.
River flood area	The area, identified and mapped by the Province of Alberta, next to a river which can flood when river flows are high. The floodway and flood fringe are within the river flood area .
Safe system approach	An integrated and comprehensive process to improve the safety performance of the mobility system that makes allowance for errors and eliminates predictable and preventable serious injuries and fatalities.
Sanitary servicing study	A study that demonstrates the adequacy of the existing and proposed sanitary sewer systems to satisfy the demands of a proposed development or redevelopment.
School reserve	Lands designated as school reserve under the Municipal Government Act or previous planning legislation.
Skeletal roads	Roads that move vehicular traffic over long distances. They typically operate at high speeds and have little direct interaction with adjacent land uses. Ideally, they should form a skeletal grid across the city with approximately a three to five kilometre spacing as shown on Map 5.6.
Staged master drainage plan	A stormwater drainage plan prepared for a large area that may or may not be serviced by an outfall. It generally covers a portion of the area served by the master drainage plan .
Subdivision authority	A person or committee appointed by Council, under the authority of the Municipal Government Act, to exercise subdivision powers and duties on behalf of the municipality.

Supporting ecological network	Corridors and natural areas that are important contributors to the overall connectivity of the ecological network . They connect supporting habitat components and enhance the major corridors by providing alternative pathways in the network and linking smaller natural areas and open green space to improve connectivity through the urban landscape.
Sustainable travel options	Modes of transportation that aim to minimize the negative environmental and social impacts of travel. Walking, wheeling , zero emissions vehicles and transit are the most sustainable modes of travel.
Traditional Indigenous stewardship	As original stewards of the lands and waters, Indigenous peoples have a unique perspective to protect, conserve, and sustainably manage the environment and its resources.
Traditional Knowledge	The knowledge systems passed down through generations among Indigenous Peoples encompassing ecology, medicine, governance, language, spirituality, and relationships with the land. This is often conveyed through oral traditions, ceremony, and land-based practices.
Transit priority measures	Strategies that improve transit operating speeds and travel time reliability in mixed traffic, such as street network design, dedicated lanes, traffic signal priority or queue jumps.
Transit station	A stop in a permanent location along a transit route where customers embark and disembark, with enhanced customer amenities, often served by LRT and/or BRT.
Transit stop	A stop along a transit route, generally a local bus stop, where customers embark and disembark, which may be relocated to meet operational needs of the transit network.
Transportation impact assessment	An assessment required to support the mobility aspects of a proposed it considers, at a minimum, two things: <ul style="list-style-type: none"> – If the development has the potential of generating significant amounts of new transit users, pedestrians, bicycle and vehicular traffic. – If the development could potentially change the mobility patterns (transit, pedestrian, bicycle and vehicular) in the area where it is proposed.
Treaty 7 Nations	The First Nations of southern Alberta, including the Blackfoot comprising of the Siksika, Piikani, and Kainai First Nations, the Îethka Nakoda Wicastabi comprising of the Chiniki, Bearspaw, and Goodstoney First Nations, and the Tsuut’ina First Nation.
Urban agriculture	Growing, processing and distribution of food and non-food products within and around cities.
Urban forest	All the trees and associated vegetative understory in the city.
Vehicle-oriented	Uses such as large surface parking lots, drive-through facilities, vehicle sales, service and repair, vehicle fuel sales and service and similar uses.
Walking	Travel on foot or by assisted mobility device such as wheelchair, stroller, mobility scooter or walker.

Walking priority corridors	Corridors with an enhanced walking experience such as wider sidewalks, furniture zones, seating, trees and vegetation for people walking .
Water conservation measures	Measures that improve the use of water resources to benefit people or the environment and that are designed to reduce the demand for water, improve the efficiency in use and reduce losses and waste of water and improve land management practices, such as landscaping, soil improvement, and stormwater retention, to conserve water.
Water demand management	A management approach that aims to conserve water by influencing demand. It involves the application of selective incentives to promote efficient and equitable use of water.
Water network plan	A study that demonstrates the adequacy of the existing and proposed water network to satisfy the demands of a proposed development or redevelopment.
Wetland complex	A wetland complex is a group of interconnected wetlands that function together as a single ecological unit. This allows for movement of water, nutrients and species between them, contributing to a more resilient ecosystem.
Wheeling	Travel by bicycle, skateboard, in-line skates, kick-scooter, e-scooter or other similar form of mobility device.
Wheeling priority measures	Strategies that improve wheeling safety through intersections, such as signals and dedicated lanes.
Zero emissions vehicle	A vehicle with a power source that emits no greenhouse gas emissions from the vehicle.

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