

# GUIDE FOR LOCAL AREA PLANNING AMENDMENT PACKAGE 1

The following table lists proposed amendments following the 2021 March 22 to 24 Public Hearing of Council, which directed Administration to conduct engagement as necessary to inform amendments to the Guidebook for Great Communities. These changes are based on the Guidebook for Great Communities document as presented to Council on 2021 March 22.

## Clarity, Predictability and Certainty

Description	Page	Details/Deletion	Details/Insertion
Clarity for the Guidebook’s role and influence for local area plans	iii	<p><del><b>About the Guidebook</b></del></p> <p><del><b>What is the Guidebook for Great Communities?</b></del></p> <p><del>We are planning communities that meet the needs of everyone and offer choices for living, working and playing. The Guidebook provides direction for how to create great communities by building on the foundation provided in the <b>Municipal Development Plan</b>.</del></p> <p><del><b>Why is the Guidebook for Great Communities important?</b></del></p> <p><del>The Guidebook considers how communities in Calgary adapt and evolve over time. This will help communities to remain vibrant and prosperous over the long term for all Calgarians, making Calgary a great place to live and do business.</del></p> <p><del><b>How does the Guidebook for Great Communities work?</b></del></p> <p><del>The Guidebook is a tool used by citizens, stakeholders and The City to develop a <b>local area plan</b> by applying the urban form categories in Chapter 2. The <b>local area plan</b> reflects unique community characteristics, with policies that guide growth and redevelopment. After a <b>local</b></del></p>	<p><i>Replaced with a new multi-page section on change in Calgary and the planning system.</i></p>

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		<p><del>area plan</del> is approved, the Guidebook also helps to guide planning applications.</p> <p><del>Where does the Guidebook for Great Communities apply?</del></p> <p>The Guidebook only applies to communities with <del>local area plans</del> that are completed using the Guidebook.</p>	
	8	<p><del>As we move through our city and our communities every day, we create our own personal journeys that overlap with those of our family and friends. Our journeys are supported by the city around us. Where we live, the destinations we visit and everything in between are the places that shape our experiences.</del></p> <p><del>Maria and her son David, a Calgary family, create their own personal journey on a weekend day by moving through their community for different activities. The places they visit and the way they get around shape their experience and in turn, Maria and David's journey contributes to the activity that makes their community vibrant.</del></p> <p><del>With the sun shining through the living room window, Maria and David decide it is a perfect day to head over to the community garden where they've been growing vegetables in a raised bed for the first time. They leave their home and walk over to the garden, excited to see how much</del></p>	<p><i>Removal of storytelling elements in the document.</i></p>

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		<p>their vegetables have grown over the last few days.</p>	
	<p>10-11</p>	<p><del>Our journeys are supported by the city around us— sidewalks, buildings, open spaces, roads and transit service. The way a community is built and evolves supports the experiences of the people who live there and those who will be there in the future.</del></p> <p><del>Picture a typical day in your life. You wake up in your home, get ready and leave for the day. Where do you go? How do you get around? Maybe you walk along a tree-lined street, passing your neighbour walking her dog. Do you grab a morning coffee at the corner store? Do you hop on the bus and head to school, or maybe jump on the CTrain to head to work? Do you meet friends for lunch at a local restaurant? Perhaps your drop-in hockey league plays at the community rink a few blocks away, so you stop by on your way home.</del></p> <p><del>Everybody experiences the city and their community differently, representing various personal journeys. Embedded in this Guidebook is a story about how Maria and her son David experience their community on a typical day. Their journey, which may overlap with their family and friends, results in different experiences throughout the city.</del></p> <p><del>——— Figure 2: Maria and David’s Weekend Journey in Their Community</del></p>	<p><i>Removal of storytelling elements in the document.</i></p>

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	16	<p><del>When Maria and David reach the community garden, they are excited to see how big their lettuce and kale have grown, and might even pick a few leaves for a salad later on. While David starts watering the plants, he recognizes his friend and rushes over to chat with him and compare their vegetables. David's friend invites him over to his place to hang out for a while.</del></p>	<p><i>Removal of storytelling elements in the document.</i></p>
	20-21	<p><del>Cities are made up of many interconnected communities that are not bound by lines on a map, but are defined by people's daily journeys within their communities. In neighbourhood areas, activity is generated by people moving in and out of buildings and interacting along the street.</del></p> <p><del>As time passes in our communities, people get older, babies are born, some people move into a community while others leave. We will get around differently and what we do for work, play and relaxation may change over time. David will grow up and move into his own home. Maria may move away for a job or have someone new move in, like a partner or her aging mother. New jobs, schools and friends will affect their daily journeys. Our lives change and the neighbourhoods where we live, work and play need to evolve and adapt with us.</del></p>	<p><i>Removal of storytelling elements in the document.</i></p>

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		<p>Figure 5: Maria and David’s Life Stages</p>	
	86	<p>While David heads to his friend’s place, Maria calls her mother and they decide to meet at their favourite neighbourhood brunch joint. She hops on a bus and waves at her mom, who parked her car nearby. Not only do Maria and her mom love the food here, but on a sunny day such as this one, they love to sit out on the bright patio and soak in some sun.</p>	<p><i>Removal of storytelling elements in the document.</i></p>
	89	<p>The buildings in a community support the lives of the people who live there and accommodate a range of shops, services, places to gather, natural areas and places to work.</p> <p>Maria and David’s community supports their daily journey as it is easy to get to shops, services and other destinations from their home. When buildings and streets in a community are well-designed and accessible, this can support social interaction and economic activity. A focus on achieving good development outcomes can attract a range of businesses and provide choices for people who live within a community, now and in the future.</p>	<p><i>Removal of storytelling elements in the document.</i></p>
	108	<p>After brunch on the patio, Maria and her mom decide to walk along the street and do a bit of window shopping. They reach the grocery store a few blocks</p>	<p><i>Removal of storytelling elements in the document.</i></p>

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		<del>down, where they both grab a few items for supper in the evening. After parting ways, Maria heads back to pick up David from his friend's place.</del>	
	122	<del>After dinner, Maria and David often like to end their day by going for a bike ride. They bike down a few streets until they reach the pathway that follows the Bow River. Along this long stretch, they join the many other path users in admiring the beautiful landscape under the warm evening sun.</del>	<i>Removal of storytelling elements in the document.</i>
Statutory Standing	iv	The Guidebook is a <del>statutory</del> document that builds on the city-wide policies of the <b>Municipal Development Plan</b> and guides how a <b>local area plan</b> accommodates growth and development at a community level through the application of urban form categories.	The Guidebook is a <b>non-statutory</b> document that builds on the city-wide policies of the <b>Municipal Development Plan</b> and guides how a <b>local area plan</b> accommodates growth and development at a community level through the application of urban form categories.
	116	<del>This Guidebook is a statutory policy document, adopted by City Council in accordance with Section 635.1 of the Municipal Government Act, as amended from time to time. This Guidebook and local area plans, as complementary statutory documents, guide redevelopment for communities. This Guidebook is aligned with the policy direction of the Government of Alberta's South Saskatchewan Regional Plan, the Interim Growth Plan for the</del>	The Guidebook is a non-statutory document, adopted by resolution of City Council. <b>Local area plans</b> are prepared as statutory plans under S.635 of the Municipal Government Act, using the Guidebook as a reference for common and best practice policies that could guide where and how redevelopment occurs in communities. The Guidebook is aligned with the Government of Alberta's South Saskatchewan Regional Plan, the Interim Growth Plan for the Calgary Regional

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		<del>Calgary Regional Partnership and The City of Calgary's Municipal Development Plan.</del>	Partnership and The City of Calgary's <b>Municipal Development Plan.</b>
	116	<p><b>4.6 Authority, Application and Interpretation Policies</b></p> <p><del>A local area plan may identify specific implementation actions that need to be undertaken to achieve the policies provided within this Guidebook.</del></p>	<p><b>4.6 Authority, Application and Interpretation Policies</b></p> <p>a. A local area plan may incorporate specific policies from the Guidebook and may modify those policies to fit a specific community context</p>
	116	<p><b>4.6 Authority Application and Interpretation Policies</b></p> <p><del>b. The Guidebook applies, as amended from time to time, to areas that have local area plans adopted using the Guidebook.</del></p>	<i>No longer required, as the Guide is now an Administration Guideline.</i>
	116	<p><b>4.6 Authority, Application and Interpretation Policies</b></p> <p><del>c. The Appendices attached to this Guidebook are to be used as supporting information only and do not form part of the statutory document.</del></p>	<p><b>4.6 Authority, Application and Interpretation Policies</b></p> <p>c. The Guidebook and all appendices are to be used as supporting information in developing a local area plan and are non-statutory."</p>
	116	<p><b>4.6 Authority, Application and Interpretation Policies</b></p> <p>e. New concepts and ideas may arise that are constrained by or contradictory to certain policies within the Guidebook. Where new concepts and ideas respond to and meet the intent of the principles and goals of the Guidebook, or offer a creative solution to an issue, <b>amendments</b> may be supported.</p>	<p><b>4.6 Authority, Application and Interpretation Policies</b></p> <p>e. New concepts and ideas may arise that are constrained by or contradictory to certain policies within the Guidebook. Where new concepts and ideas respond to and meet the intent of the principles and goals of the Guidebook, or offer a creative solution to an issue, <b>alternative proposals</b> may be supported.</p>

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	116	<p><b>4.6 Authority, Application and Interpretation Policies</b></p> <p>g. Where determined necessary by Administration, these policies shall be updated through the Guidebook amendment process, either generally or in response to a specific issue, <del>in accordance with the Municipal Government Act.</del></p>	<i>No longer required, as the Guide is now an Administration Guideline.</i>
	116	<p><b>4.6 Authority, Application and Interpretation Policies</b></p> <p>h. Where an amendment to the Guidebook is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with <del>the Municipal Government Act and</del> other relevant policy documents.</p>	<i>No longer required, as the Guide is now an Administration Guideline.</i>
Goals for the Guidebook	12	<p><b>Identity and Place</b></p> <p>Neighbourhoods are well-designed and create a sense of place that fosters identity <del>and pride in the community.</del></p>	<p><b>Identity and Place</b></p> <p>Neighbourhoods are well-designed and create <del>and enhance</del> a sense of place that fosters <del>community pride and</del> identity.</p>
	13	<i>Minor textual addition to recognize enhancing a sense of place.</i>	<p><b>Goals for Great Communities</b></p> <p>Provide spaces that foster <del>and enhance</del> a sense of place and are designed for everyone.</p>
	14	<i>Textual addition to recognize climate change.</i>	<p><b>The Guidebook within the Planning System</b></p> <p>This Guidebook is one of many tools in our planning system that work together to create great communities for everyone. <del>Planning for communities includes making decisions to increase resiliency to future climate and</del></p>

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			<p>economic changes. Climate and economic resiliency is a theme that stretches across all the goals for great communities. These tools are used to achieve desired outcomes as planning moves from a vision to what is built on the ground.</p>
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## Complete Communities

Description	Page	Details/Deletion	Details/Insertion
Role of the local area plan	23	<i>Add a new policy to the end of 2.1 to recognize opportunities for investment.</i>	<p><b>2.1 Community Growth Policies</b></p> <p>viii. consider opportunities for investment that contributes to community well-being</p>
	24	<p><b>2.2 Local Area Plan Content Policies</b></p> <p><del>This section provides guidance for how a local area plan should be developed and structured. Local area plans bring together residents, businesses, developers and City staff to work together to plan for the growth and evolution of their communities.</del></p>	<p><b>2.2 Local Area Plan Content Policies</b></p> <p>This section provides guidance for how a <b>local area plan</b> should be developed and structured. <b>Local area plans</b> bring together residents, businesses, developers, design professionals and City staff to work together to plan for the growth and evolution of their communities.</p>
Engagement	25	<i>Insert new policies at the beginning of Section 2.2 to recognize the role of engagement in local area planning</i>	<p><b>2.2 Local Area Plan Content Policies</b></p> <p><b>Engagement</b></p> <p>Throughout the local area planning process, efforts will be made to reach a broad and diverse range of residents and stakeholders to ensure an inclusive and accessible engagement process.</p>

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			<p>a. A local area planning process shall:</p> <ul style="list-style-type: none"> <li>i. seek to reach and involve a broad range of residents and stakeholders throughout the planning process;</li> <li>ii. offer opportunities for residents and stakeholders to provide local knowledge and insight about a plan area;</li> <li>iii. offer a range of accessible and inclusive engagement opportunities with consideration given to stakeholder interest levels, required time commitment, access to technology and experience with the planning process; and,</li> <li>iv. provide opportunities for residents of a plan area and stakeholders to be broadly informed and educated about a proposed local area plan.</li> </ul>
Local area plan content policies	24	<i>Amendments to recognize additional considerations that inform the development of a local area plan.</i>	<p><b>2.2 Local Area Plan Content Policies</b></p> <p><b>b. Local area plans</b> should be informed by community characteristics and attributes, including, but not limited to:</p> <ul style="list-style-type: none"> <li>i. neighbourhood structure, including streetscapes and historic block patterns;</li> <li>ii. community demographics and trends, including population</li> </ul>

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			<p>projections, and household and mobility data;</p> <p><b>iii.</b> geographic location in the city;</p> <p><b>iv.</b> ecological assets;</p> <p><b>v.</b> cultural and <b>heritage assets</b>, including Indigenous and archaeological sites and places;</p> <p><b>vi.</b> topography and development constraints;</p> <p><b>vii.</b> parks and open spaces;</p> <p><b>viii.</b> recreation and community facilities;</p> <p><b>ix.</b> significant <b>view corridors</b>;</p> <p><b>x.</b> significant healthy tree canopies;</p> <p><b>xi.</b> transit station areas; and,</p> <p><b>xii.</b> mobility infrastructure.</p>
	24	<p><b>2.2. Local Area Plan Content Policies</b></p> <p><b>c.</b> A <b>local area plan</b> should include the following to enhance the livability and health of communities as they grow and evolve:</p> <p><b>i.</b> a mix of employment, residential, institutional, and commercial uses to support the people who live in these communities;</p> <p><b>ii.</b> streets that support pedestrian and cycling infrastructure;</p> <p><b>iii.</b> <del>development of a range of housing types to increase affordability and the supply of residential units to meet the needs of current and future residents;</del></p>	<p><b>2.2. Local Area Plan Content Policies</b></p> <p><b>c.</b> A <b>local area plan</b> should include the following to enhance the livability and health of communities as they grow and evolve:</p> <p><b>i.</b> a mix of employment, residential, institutional, and commercial uses to support the people who live in these communities;</p> <p><b>ii.</b> streets that support pedestrian and cycling infrastructure;</p> <p><b>iii.</b> opportunity for diverse and inclusive housing forms, where appropriate, to meet the needs of current and future residents;</p> <p><b>iv.</b> protection and enhancement of natural areas and ecological function;</p>

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		<p><b>iv.</b> protection and enhancement of natural areas and ecological function;</p> <p><b>v.</b> recreation, civic, arts and cultural opportunities; and,</p> <p><b>vi.</b> protection and enhancement of architectural, urban and natural features that contribute to a feeling of local identity and a sense of place.</p>	<p><b>v.</b> recreation, civic, arts and cultural opportunities; and,</p> <p><b>vi.</b> protection and enhancement of architectural, urban and natural features that contribute to a feeling of local identity and a sense of place.</p>
	24	<p><b>2.2. Local Area Plan Content Policies</b></p> <p><b>Chapter 2: Enabling Growth</b></p> <p>This chapter in a <b>local area plan</b> will include the future growth concept and community-specific policies <del>to supplement policies in the Guidebook</del>. The development policies in this chapter implement the vision and should be specific to the local context and unique aspects of <del>the community</del>.</p>	<p><b>2.2. Local Area Plan Content Policies</b></p> <p><b>Chapter 2: Enabling Growth</b></p> <p>This chapter in a <b>local area plan</b> will include a future growth concept and community-specific policies. The development policies in this chapter implement the vision and should be specific to the local context and unique aspects of <b>individual communities within the plan area.</b>"</p>
Climate adaptation and mitigation	25	<p><i>Additional policy to identify future investment opportunities in a local area plan</i></p>	<p><b>2.2. Local Area Plan Content Policies</b></p> <p><b>d.</b> A <b>local area plan</b> should:</p> <p><b>i.</b> apply urban form categories and scales to the plan area through maps, as required;</p> <p><b>ii.</b> contain community-specific policies and strategies for achieving the vision of the plan;</p> <p><b>iii.</b> <b>explore and identify opportunities through the engagement process for future significant projects, studies or investments to be included in the local area plan;</b></p>

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			<p><b>iv.</b> identify unique sites, such as <b>landmark</b> or <b>gateway sites</b>, and provide community-specific policy to guide future development in these areas;</p> <p><b>v.</b> identify <b>transit station areas</b>, supported by appropriate urban form categories and scale modifiers;</p> <p><b>vi.</b> identify <b>heritage guideline areas</b> for areas with identified concentrations of <b>heritage assets</b>; <del>and,</del></p> <p><b>vii</b> incorporate climate change policy that contributes to achieving and implementing Calgary’s Climate Resilience Strategy; <del>and,</del></p> <p><b>viii.</b> incorporate policy to support the protection and enhancement of tree canopies to achieve and implement the Urban Tree Canopy policy of the <b>Municipal Development Plan</b>.</p>
Considering vehicle-oriented uses	29	<i>Additional policy for Neighbourhood Commercial and Flex areas to consider vehicle-oriented uses.</i>	<p><b>2.3 Neighbourhood Commercial and Neighbourhood Flex Policies</b></p> <p><b>Land Use</b></p> <p>a. Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.</p> <p><b>b. Vehicle-oriented uses are discouraged:</b></p> <p>i. in areas of high pedestrian activity;</p> <p>ii. within <b>transit station areas</b>; or,</p> <p>iii. where the use interferes with access to cycling infrastructure.</p>

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			<p><b>Site, Building and Landscape Design</b></p> <p>In addition to the policies in Chapter 3, the following policies apply to Neighbourhood Commercial and Neighbourhood Flex areas:</p> <p>b. Development in Neighbourhood Commercial and Neighbourhood Flex areas should:</p> <ul style="list-style-type: none"> <li>i. be oriented towards the street; not locate parking between a building and a higher activity street;</li> <li>ii. provide access to off-street parking and loading areas from the lane, where possible;</li> <li>iii. provide frequent entrances and windows that maximize views to and from the street; use building articulation to</li> <li>iv. provide a well-defined, continuous <b>street wall</b> and improve the pedestrian experience using varied textures, high-quality building materials and setbacks; and,</li> <li>v. accommodate small variations in the <b>street wall</b> to integrate amenity space</li> </ul> <p>c. Where vehicle-oriented uses are provided, development should be designed to:</p> <ul style="list-style-type: none"> <li>minimize the number of locations where vehicles cross the sidewalk;</li> <li>i. minimize driveway width or locate driveways on a lower activity street, where feasible;</li> <li>ii. incorporate landscaped areas;</li> </ul>
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			<ul style="list-style-type: none"> <li>iii. provide well-defined pedestrian routes to transit stops and stations or adjacent residential areas; and,</li> <li>iv. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.</li> </ul>
	32	<p><b>2.4 Neighbourhood Commercial Policies</b></p> <p><del>d. New vehicle-oriented uses, such as drive throughs, should not locate in Neighbourhood Commercial areas.</del></p>	<p><b>2.4 Neighbourhood Commercial Policies</b></p> <p>d. Vehicle-oriented uses are discouraged in Active Frontage areas</p>
		<p><b>2.5 Neighbourhood Flex Policies</b></p> <p><del>e. Vehicle-oriented uses should not locate:</del></p> <ul style="list-style-type: none"> <li><del>i. in areas of high pedestrian activity;</del></li> <li><del>ii. within transit station areas;</del></li> </ul> <p><del>or,</del></p> <ul style="list-style-type: none"> <li><del>iii. where the use interferes with access to cycling infrastructure.</del></li> </ul> <p><del>g. Where vehicle-oriented uses are provided, development should be designed to:</del></p> <ul style="list-style-type: none"> <li><del>i. minimize the number of locations where vehicles cross the sidewalk;</del></li> <li><del>ii. minimize driveway width or locate driveways on a lower activity street, where feasible;</del></li> <li><del>iii. incorporate landscaped areas;</del></li> <li><del>iv. provide well-defined pedestrian routes to transit</del></li> </ul>	<p><i>2.5.c and 2.5.g moved into general policies in Section 2.3 for Neighbourhood Commercial and Neighbourhood Flex.</i></p>

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		<p><del>stops and stations or adjacent residential areas; and,</del></p> <p><del>v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.</del></p>	
		<p><b>2.9 Vehicle-Oriented Commercial Policies</b></p> <p><b>d.</b> Vehicle-oriented uses <del>should not locate</del>:</p> <p><b>i.</b> in areas of high pedestrian activity;</p> <p><b>ii.</b> within <b>transit station areas</b>; or,</p> <p><b>iii.</b> where the use interferes with access to cycling infrastructure.</p>	<p><b>2.9 Vehicle-Oriented Commercial Policies</b></p> <p><b>d.</b> Vehicle-oriented uses <b>are discouraged</b>:</p> <p><b>i.</b> in areas of high pedestrian activity;</p> <p><b>ii.</b> within <b>transit station areas</b>; or,</p> <p><b>iii.</b> where the use interferes with access to cycling infrastructure.</p>
Representation in the process	New	<p><i>Inserting a land acknowledgement at the beginning of the document.</i></p>	<p><b>Land Acknowledgment</b></p> <p>In the Blackfoot language, Calgary is Moh'kin'stis; in Stoney Nakoda, Wiçispa Oyade; in Tsuut'ina, Gu'tsi'tsi and in Métis, it is Otoskwunee. For each of these Indigenous languages, the words translate to 'Elbow,' representing the confluence of the Bow and Elbow Rivers. This is where the story of Calgary begins as the confluence has been a trading hub for Indigenous peoples for millennia and the site where they celebrated natural abundance, ceremony, culture, and partnerships.</p> <p>This document acknowledges the traditional lands of the Treaty Seven Nations – the Blackfoot confederacy, (Siksika, Kainai, Piikani), the Tsuut'ina, the Îyâxe Nakoda Nations (Bears paw, Chiniki, Wesley), the Métis</p>

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			Nation of Alberta, Region 3, and all people who have made Calgary their home. This document honours their long history and deep connections to this land.
	5	<i>Minor textual amendment to reflect that design professionals, such as architects, also work on applications.</i>	<b>Who uses this chapter?</b> Applicants, developers and design professionals submitting an application.
	88	<i>Minor textual amendment to reflect that design professionals, such as architects, also work on applications.</i>	<b>Who uses this chapter?</b> Applicants, developers and design professionals submitting planning applications;
	110	<i>Minor textual amendment to reflect that design professionals, such as architects, also work on applications.</i>	<b>Who uses this chapter?</b> Applicants, developers and design professionals when preparing a planning application that utilizes one of the implementation tools.
	124	<i>Minor textual amendment to reflect that design professionals, such as architects, also work on applications.</i>	<b>Appendix 1: Local Area Plans and the Guidebook for Great Communities</b> <b>Local area plans</b> bring together residents, businesses, developers, design professionals and City staff to work together to plan for the growth and evolution of a community using the principles and goals in the Guidebook.”
Mobility	102	<i>Minor textual amendment to recognize different choices for mobility options in the winter.</i>	<b>Mobility</b> People of all ages, genders, incomes and abilities should be able to safely and conveniently move around the city. A well-connected mobility network that includes options for walking,

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			<p>cycling, taking transit and using personal vehicles provides people with mobility choices to meet a variety of needs and preferences year-round. Winter travel preferences and needs are unique and should be accounted for to ensure a safe and accessible mobility network. This network is critical to achieving healthy and resilient communities. The policies in this section provide direction for the development of mobility infrastructure that connect people to destinations. These policies guide the review of planning applications for developments that contribute publicly-accessible amenities, infrastructure or facilities.</p>
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## Heritage

Description	Page	Details/Deletion	Details/Insertion
Protect our heritage resources	100	<p><b>3.8 Heritage Resources Policies</b> g. New development <del>is encouraged to be</del> compatible with the context of abutting sites on the <b>Inventory</b> using setbacks, massing, <b>street wall</b> height and landscaping.</p>	<p><b>3.8 Heritage Resources Policies</b> g. New development <b>should be</b> compatible with the context of abutting sites on the Inventory using setbacks, massing, street wall height and landscaping.</p>

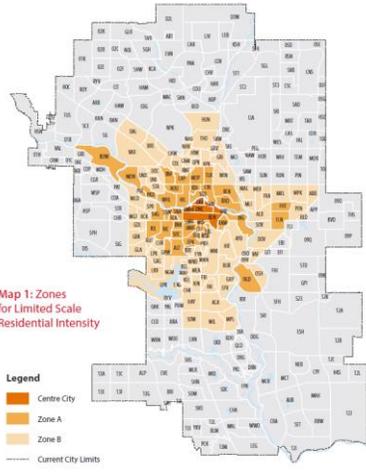
## Neighbourhood Stability and Character

Description	Page	Details/Deletion	Details/Insertion
Recognizing specific housing	44	<p><b>Neighbourhood Local</b> Neighbourhood Local areas are characterized by a range of housing</p>	<p><i>No longer required as Map 1 has been deleted.</i></p>

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types and certainty on housing forms		<p>types and home-based businesses. Neighbourhood Local areas have developed in a variety of ways with characteristics that shape how these areas change and grow, including when the community was built, existing <b>heritage assets</b>, established development pattern and access to parks, open space and other amenities. The <b>public realm</b> may include features such as landscaped boulevards and public street trees.</p> <p><del>Map 1 identifies areas where additional policy direction is given to guide the range of appropriate low density housing forms. These policies would be used to evaluate circumstances where intensification in an existing community would be challenging due to the existing context.</del></p>	
	47 to 49	<p><del><b>2.8 Neighbourhood Local Policies Purpose</b></del></p> <p><del><b>a.</b> A local area plan should identify Neighbourhood Local areas of a community with the following characteristics: i. residential uses and built forms;</del></p> <p><del>ii. low to moderate transit service; and,</del></p> <p><del>iii. low pedestrian activity along public streets.</del></p> <p><del><b>Limited Scale Residential Intensity Policies</b></del></p> <p><del>Neighbourhood Local areas support a range of low density housing forms when the applied scale is three storeys or below (Limited Scale). At this scale, buildings are typically two to three storeys in height and oriented to the street. The Guidebook recognizes that a</del></p>	<p><b>2.8 Neighbourhood Local Policies Purpose</b></p> <p>A local area plan should identify Neighbourhood Local areas of a community with the following characteristics:</p> <ul style="list-style-type: none"> <li>residential buildings;</li> <li>low to moderate transit service; and,</li> <li>low pedestrian activity along streets.</li> </ul> <p><b>Limited Scale Policies</b></p> <p>A variety of scales may be applied to Neighbourhood Local areas, but where the scale is three storeys or below (Limited Scale), a range of low density housing forms are appropriate. The age, layout and physical</p>

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	<p>range of housing types are encouraged in Neighbourhood Local areas, but the age, layout and physical characteristics of communities may influence how and where these low density housing forms are developed. Map 1 identifies zones with additional policies to guide low density residential forms at different intensities within the Limited Scale modifier. Zone A and B present the greatest opportunities for residential infill development, which is important in meeting the objectives of the <b>Municipal Development Plan</b>.</p> <p>Appendix 2 identifies how the different residential development intensities relate to existing low density land use districts.</p>  <p><b>Map 1, Zone A</b></p> <p>Zone A identifies communities defined as Inner City in the <b>Municipal Development Plan</b>. These communities were typically developed prior to 1945 and generally consist of residential lots</p>	<p>characteristics of communities may influence how and where development of low density housing forms occurs.</p> <p>The policies in this section only apply to Neighbourhood Local Areas that have the Limited Scale modifier. Limited Scale policies recognize that single-detached housing is, and will continue to be, a desirable housing form and may be developed anywhere within Neighbourhood Local, Limited Scale areas. Secondary suites will continue to be allowed where they are currently permitted by the Land Use Bylaw and do not form part of the unit count when considering the following policies.</p> <p>In addition to the policies in Chapter 3 regarding built form (including site, building and landscape design), a <b>local area plan</b> may also consider limiting massing over two storeys, where appropriate, as outlined in Limited Scale policy 2.23(b).</p> <p>Secondary suites are permitted where already allowed by the existing land use designation and are not considered a unit in the following policies.</p> <p>Building forms that contain one or two residential units are supported in Neighbourhood Local, Limited Scale.</p> <p>Building forms that contain two or more residential units in Neighbourhood Local, Limited Scale should not be located in</p>
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# GUIDE FOR LOCAL AREA PLANNING AMENDMENT PACKAGE 1

	<p><del>with lane access, arranged in a grid network of roads. These areas are typically located closest to the Centre City, have generally experienced a longer history of infill redevelopment and have gone through more than one community lifecycle. Zone A is the most appropriate for a range of residential infill.</del></p> <p><del>In Zone A, all intensities of low density residential development are generally supported in areas identified as Limited Scale. However, some areas within Zone A may have restrictions to limit infill to lowest or moderate intensity forms due to the constraints identified in the following policies:</del></p> <p><del><b>Map 1, Zone A Policies</b></del></p> <p><del><b>b.</b> Higher, moderate and lowest intensity, low density residential forms should be supported in all areas in Zone A, except where development meets the criteria in 2.8.d or 2.8.e.</del></p> <p><del><b>c.</b> Higher intensity, low density residential forms should be supported: <b>i.</b> on collector or higher-order streets as identified in the <b>Calgary Transportation Plan</b>; and, <b>ii.</b> near or adjacent to <b>Main Streets, transit station areas</b> and other <b>Activity Centres</b> as defined by a <b>local area plan</b>.</del></p> <p><del><b>d.</b> Moderate and lowest intensity, low density residential forms should be supported where the parcel meets one (1) of the following criteria: <b>i.</b> is laneless; <b>ii.</b> is of a <b>prohibitive parcel</b> shape or size;</del></p>	<p>areas identified as a Single-Detached Special Policy Area. Building forms that contain three or more residential units should be supported in the following areas:</p> <ul style="list-style-type: none"> <li>within <b>transit station areas</b>;</li> <li>near or adjacent to an identified <b>Main Street</b> or <b>Activity Centre</b>;</li> <li>on higher activity streets, such as where there are adjacent regional pathways or higher volumes of private vehicle or pedestrian activity in a community; and,</li> <li>where the parcel has a lane and parking can be accommodated on site.</li> </ul> <p>Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following: access to sunlight and shade on adjacent parcels; and, protection of existing, healthy trees or landscaping on the parcel, where appropriate.</p> <p><b>Single-Detached Special Policy Area</b></p> <p>There may be areas within a community where residents wish to limit all future development to a single-detached housing form. This tool may be considered during the <b>local area plan</b> process and a portion of a community may be identified as</p>
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	<p><del>iii. is located on a no-through, dead-end or cul-de-sac street;</del></p> <p><del>iv. contains or abuts an escarpment; or,</del></p> <p><del>v. is not located within 600m of a transit stop.</del></p> <p><del>e. Lowest intensity, low density residential forms should be supported where the parcel meets two (2) or more of the following criteria: i. is laneless;</del></p> <p><del>ii. is of a prohibitive parcel shape or size;</del></p> <p><del>iii. is located on a no-through, dead-end or cul-de-sac street;</del></p> <p><del>iv. contains or abuts an escarpment; or,</del></p> <p><del>v. is not located within 600m of a transit stop.</del></p> <p><b>Map 1, Zone B</b></p> <p><del>Zone B identifies communities that are generally within the Established Area in the <b>Municipal Development Plan</b>. These communities were typically developed prior to 1970 and generally consist of residential lots with and without lane access, arranged in a modified grid network of roads. There may be a greater portion of irregularly shaped lots than found in Zone A. These areas are the next era of residential development after the Inner City and are located further from the Centre City. Zone B communities have generally experienced limited infill redevelopment but consist of buildings that are typically nearing the end of their first lifecycle (approximately 50 years) and are likely areas for redevelopment.</del></p>	<p>a Single-Detached Special Policy Area in the <b>local area plan</b>. The extent of the Single-Detached Special Policy Area will be informed by City policies, the existing context and the future vision for the area. Secondary suites will continue to be allowed where they are currently permitted by the Land Use Bylaw.</p> <p>A <b>local area plan</b> may identify that a portion of a community may be restricted to a single-detached building form through a Single-Detached Special Policy Area in Neighbourhood Local, Limited Scale.</p> <p>A <b>local area plan</b> should not identify a Single-Detached Special Policy Area:</p> <ul style="list-style-type: none"> <li>within <b>transit station areas</b>;</li> <li>near or adjacent to an identified <b>Main Street</b> or <b>Activity Centre</b>;</li> <li>or,</li> <li>on higher activity streets, such as where there are adjacent regional pathways or higher volumes of private vehicle or pedestrian activity in a community.</li> </ul> <p>A <b>local area plan</b> shall not use a Single-Detached Special Policy Area to restrict uses already allowed by the existing land use designation, such as applying it to a parcel which already allows for a semi-detached building form.</p>
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	<p><del>These communities are expected to experience a greater level of residential infill redevelopment in the coming decades.</del></p> <p><del>In Zone B, moderate intensity and lowest density residential development is supported in areas identified as Limited Scale, with higher intensity located in strategic areas. However, some areas within Zone B may limit infill to lowest intensity forms due to the constraints identified in the following policies</del></p> <p><del><b>Map 1, Zone B Policies</b></del></p> <p><del><b>f.</b> Moderate and lowest intensity, low density residential forms should be supported in all areas in Zone B, except where development meets the criteria in 2.8.h.</del></p> <p><del><b>g.</b> Higher intensity, low density residential forms should be supported: <b>i.</b> on collector or higher-order streets as identified in the <b>Calgary Transportation Plan</b>; and, <b>ii.</b> near or adjacent to <b>Main Streets, transit station areas</b> and other <b>Activity Centres</b> as defined by a <b>local area plan.</b></del></p> <p><del><b>h.</b> Lowest intensity, low density residential forms should be supported where the parcel meets one (1) or more of the following criteria: <b>i.</b> is laneless; <b>ii.</b> is of a <b>prohibitive parcel</b> shape or size; <b>iii.</b> is located on a no-through, dead-end or cul-de-sac street; <b>iv.</b> contains or abuts an <b>escarpment</b>; or, <b>v.</b> is not located within 600m of a transit stop.</del></p>	
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		<p><b>Map 1, Remaining Areas</b></p> <p>The remaining residential communities within Map 1 are those neighbourhoods that were generally developed after 1970. These areas have a mix of laned and unlaned parcels, modified grid, curvilinear and grid road networks, and typically have more irregular parcel shapes than in Zones A and B. These areas have experienced little or no residential redevelopment to date and generally have a housing stock that is within the first lifecycle with limited pressure to redevelop. These areas are located the furthest from the Centre City and may not experience much pressure for residential redevelopment in the coming decades. Redevelopment to more intense forms should only be pursued in strategic areas.</p> <p><b>Map 1, Remaining Areas Policies</b></p> <p><b>i.</b> A range of higher intensity, low density residential forms should be supported in proximity to collector or higher order streets as identified in the <b>Calgary Transportation Plan, Main Streets, transit station areas and other Activity Centres.</b></p>	
	83	<p><b>2.29 Varying Building Scale Policies</b></p> <p><b>a.</b> The maximum height within a scale modifier may be reduced by specifying a number of storeys in a <b>local area plan</b>. The rationale for reducing the number of storeys must be developed through the <b>local area plan</b> process and informed by local site constraints, contexts, and impacts on the</p>	<p><i>Addresses the concern about uncertainty and the potential for approving applications that exceed the scale indicated in a local area plan.</i></p>

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		<p>viability of the applied urban form category.</p> <p><del>b. The Development Authority may approve a development application that exceeds the number of storeys indicated by the scale modifier applied in a local area plan. Where this occurs, the Development Authority should consider a number of factors, including but not limited to, the following: i. how the development proposal mitigates the impacts of additional storeys on the surrounding context; ii. whether the development is impacted by significant site constraints, such as steep slopes; iii. whether public benefits are provided, such as a publicly-accessible private open space or heritage conservation; and, iv. whether the development meets a high standard of design excellence.</del></p>	
	<p>130-131</p>	<p><del><b>Appendix 2: Neighbourhood Local Limited Scale Residential Intensity</b></del></p> <p><del>The purpose of this appendix is to provide supplementary information to support the limited scale residential intensity policies located in the Neighbourhood Local urban form category in Chapter 2.</del></p> <p><del>Neighbourhood Local areas support a range of low density housing forms when the applied scale is three storeys or below (Limited Scale). At this scale, buildings are typically two to three storeys in height and oriented to the street.</del></p>	<p><i>No longer required as these references do not exist for Neighbourhood Local and have been replaced by alternate policies.</i></p>

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		<p>The Guidebook recognizes that a range of housing types are encouraged in Neighbourhood Local areas, but the age, layout and physical characteristics of communities may influence how and where these low density housing forms are developed. This appendix identifies how the different intensities within the zones in Map 1 relate to existing low density land use districts in Land Use Bylaw 1P2007 and may be used to guide conversations with stakeholders on the development of a local area plan. This is a selected list of forms and is not representative of all uses within a district. This appendix is not statutory and may be amended from time to time as the Land Use Bylaw is updated or renewed.</p> <p><small>Table 1: Limited scale residential intensity relating to existing low density housing forms</small></p> <table border="1"> <thead> <tr> <th></th> <th>Single Detached Dwelling</th> <th>Secondary Suite</th> <th>Backyard Suite</th> <th>Semi-Detached</th> <th>Duplex</th> <th>Rowhouse</th> <th>Cottage Housing Cluster</th> </tr> </thead> <tbody> <tr> <td><b>Lowest Intensity</b> (R-C1L, R-C1, R-C1N)</td> <td>X</td> <td>X</td> <td>X</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Moderate Intensity</b> (R-C1L, R-C1, R-C1N, R-C2)</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td><b>Higher Intensity</b> (R-C1L, R-C1, R-C1N, R-C2, R-CG)</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> <td>X</td> </tr> </tbody> </table>		Single Detached Dwelling	Secondary Suite	Backyard Suite	Semi-Detached	Duplex	Rowhouse	Cottage Housing Cluster	<b>Lowest Intensity</b> (R-C1L, R-C1, R-C1N)	X	X	X					<b>Moderate Intensity</b> (R-C1L, R-C1, R-C1N, R-C2)	X	X	X	X	X			<b>Higher Intensity</b> (R-C1L, R-C1, R-C1N, R-C2, R-CG)	X	X	X	X	X	X	X	
	Single Detached Dwelling	Secondary Suite	Backyard Suite	Semi-Detached	Duplex	Rowhouse	Cottage Housing Cluster																												
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<b>Higher Intensity</b> (R-C1L, R-C1, R-C1N, R-C2, R-CG)	X	X	X	X	X	X	X																												
Restrictive Covenants	124	<p><i>Reflects the desire to recognize the impacts of restrictive covenants on the historic development of communities.</i></p>	<p><b>Appendix 1: Local Area Plans and the Guidebook for Great Communities</b></p> <p>The following information may be used to inform the development of a local area plan or supplementary material, such as an appendix:</p> <ul style="list-style-type: none"> <li>• historic and projected community demographics;</li> <li>• physical features, such as escarpments, parks and street networks; <del>and,</del></li> </ul>																																

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			<ul style="list-style-type: none"> <li>the history of communities, including Indigenous histories; and,</li> <li>the built form of communities, which may have developed as a result of historic restrictive covenants.</li> </ul>
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## Other textual amendments

Description	Page	Details/Deletion	Details/Insertion
Minor textual amendments	19	<p><b>What is this chapter about?</b></p> <ul style="list-style-type: none"> <li>providing a framework to guide future growth and change in a community; and,</li> <li>establishing urban form categories that are applied through a <b>local area plan</b>.</li> </ul>	<p><b>What is this chapter about?</b></p> <ul style="list-style-type: none"> <li>provide a framework to guide future growth and change in a community; and,</li> <li>establish urban form categories that are applied through a <b>local area plan</b>.</li> </ul>
	28	Delete Figure 8: Summary of Urban Form Categories, Additional Policy Guidance and Scale Modifiers	Replace with new Figure 8: Summary of Urban Form Categories, Additional Policy Guidance and Scale Modifiers
	74	<p><b>2.22 Comprehensive Planning Site Policies</b></p> <p>Comprehensive Planning Sites identify and provide direction for <del>large sites</del> where additional planning or supplementary site design will be needed to support future planning applications.</p>	<p><b>2.22 Comprehensive Planning Site Policies</b></p> <p>Comprehensive Planning Sites identify and provide direction for <b>one or more parcels</b> where additional planning or supplementary site design will be needed to support future planning applications</p>
	74	Recognizing that Comprehensive Planning Sites may contain one or more parcels.	<p><b>2.22 Comprehensive Site Planning Policies</b></p> <p>a. A <b>local area plan</b> should identify Comprehensive Planning Sites for <b>a parcel or</b> parcels larger</p>

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			than one hectare, and where the future redevelopment plans of the site cannot be determined through the local area planning process.
	88	<p><b>What is this chapter about?</b></p> <ul style="list-style-type: none"> <li>• <del>providing</del> policies to guide expected development and <b>built form</b> outcomes; and,</li> <li>• <del>providing</del> policies for City <b>infrastructure</b> and community amenities.</li> </ul>	<p><b>What is this chapter about?</b></p> <ul style="list-style-type: none"> <li>• <b>provide</b> policies to guide expected development and <b>built form</b> outcomes; and,</li> <li>• <b>provide</b> policies for City <b>infrastructure</b> and community amenities.</li> </ul>
	106	<p><b>3.13 Parking Policies</b></p> <p>i. Above-grade parking structures should:</p> <p>i. be integrated into developments to minimize their visual impacts on the street;</p> <p>ii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,</p> <p>iii. consider designs that support future adaptive <del>re-use</del> through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.</p>	<p><b>3.13 Parking Policies</b></p> <p>i. Above-grade parking structures should:</p> <p>i. be integrated into developments to minimize their visual impacts on the street;</p> <p>ii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,</p> <p>iii. consider designs that support future adaptive <b>reuse</b> through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.</p>
	110	<p><b>What is this chapter about?</b></p> <p><del>providing optional</del> policy tools for <b>local area plans</b> and the legal framework of the Guidebook.</p>	<p><b>What is this chapter about?</b></p> <p><b>to provide a range of</b> policy tools for <b>local area plans</b> and the legal framework of the Guidebook.</p>
	110	<p><b>When do you use this chapter?</b></p> <ul style="list-style-type: none"> <li>• during the development of a <b>local area plan</b>;</li> </ul>	<p><b>When do you use this chapter?</b></p> <ul style="list-style-type: none"> <li>• during the development of a <b>local area plan</b>;</li> </ul>

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		<ul style="list-style-type: none"> <li>when considering <del>optional</del> policy tools in <b>local area plans</b>; and,</li> <li>during the planning application process.</li> </ul>	<ul style="list-style-type: none"> <li>when considering <b>potential</b> policy tools in <b>local area plans</b>; and,</li> <li>during the planning application process.</li> </ul>
	111	<p><i>To bold the defined term, local area plans.</i></p>	<p><b>Funding Tools and Investment Strategies for Communities</b></p> <p>The application of any tool or mechanism should consider funding sources, investment tools, economic conditions and timelines to determine whether it can be successfully applied. The City is reviewing funding tools and investment strategies that will support evolution and change in our communities with the objective of creating a long-term, sustainable funding policy, which may result in amendments to this section. At such time, those funding tools and investment strategies applicable to <b>local area plans</b> will be incorporated into this Guidebook.</p>
	113	<p><b>Heritage Guideline Area Tool for Communities</b></p> <p><b>Heritage assets</b> are privately-owned structures, typically constructed prior to 1945, that significantly retain the original form, scale, massing, window/door pattern, and architectural details or materials. <b>Heritage assets</b> may not warrant inclusion on the <b>Inventory of Evaluated Historic Resources</b> <del>of</del></p>	<p><i>No longer required in this paragraph.</i></p>

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		<del>consideration as a heritage resource.</del>	
	114	<i>To bold the defined term, transit station area.</i>	<p><b>Transit Station Area</b></p> <p>Transit-oriented developments are compact, mixed-use and walkable areas of a community that combine residential, commercial, office, open space and civic uses. <b>Transit station areas</b> may support transit-oriented development. <b>Transit station areas</b> may be identified in a local area plan where future growth and development support transit use.</p>
	118	<del><b>Escarpment</b>—A steep slope formed by the erosive action of water, and normally adjacent to a watercourse.</del>	<i>To delete a term that is not longer needed in the document</i>
	118	<p><b>Heritage Resource</b> – includes 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 <del>palaeological</del> resources. These can be managed by municipal, provincial or federal authorities.</p>	<p><b>Heritage Resource</b> – includes 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 <b>palaeontological</b> resources. These can be managed by municipal, provincial or federal authorities.</p>