

MUNICIPAL DEVELOPMENT PLAN: VOLUME 2, PART 1

**THE NEW
COMMUNITY
PLANNING
GUIDEBOOK**

Adopted by Council
February 11, 2014

NOTE: This Office Consolidation includes the following amending Bylaw:

Amendment	Bylaw	Date	Description
1	47P20234	2023 July 25	<p>(a) Delete and replace Volume 2, Part 1, Section 4.3 with the following:</p> <p>“4.3 Growth Applications These Growth Applications policies provide a decision-making process for strategic growth and the co-ordination of required funding and servicing with development in new communities. Servicing new growth requires substantial City investment, and decisions regarding new growth must result in strategic, orderly, economical urban development such that services are efficiently delivered in accordance with the relevant Area Structure Plan and the Municipal Development Plan.</p> <p>These policies link strategic growth decisions, balanced growth and planned land supply, and municipal financial and infrastructure capacity to implement Part 5, Volume 1, of the Municipal Development Plan. The policies outline a process to ensure that required municipal infrastructure and services are identified, funded, and efficiently delivered ahead of, or alongside land use amendment, subdivision, or development approvals.</p> <p>Applicability of the Growth Application Requirement</p> <p>a. Land Use Amendments, Subdivisions, and Development Permits in the areas outside the Balanced Growth Boundary identified in Map 1 of the Municipal Development Plan can only be approved if:</p> <p>i. A Growth Application and associated funding have been approved for the subject site;</p> <p>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; or</p> <p>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, at the discretion of the designated Approving Authority.</p> <p>b. Growth Applications may only be supported for development within an area defined under the purview of an Area Structure Plan approved by Council. Applications for fully-serviced urban development outside of an approved Area Structure Plan will not be supported.</p> <p>2. Evaluation and Considerations</p> <p>a. Prior to receiving approval from Council for a land use amendment in a Plan Area, a Growth Application must be submitted for evaluation by Administration and decision by Council. Administration will evaluate a Growth Application in a criteria-based manner, including but not limited to consideration of the following information:</p>

Amendment	Bylaw	Date	Description
			<ul style="list-style-type: none"> i. Consistency with the Municipal Development Plan, in particular Part 5; ii. Economic, environmental, climate, and social implications; iii. Market demand and absorption rates, relative to current land supply levels and consistent with the targets in Part 5 of the Municipal Development Plan; iv. Transition and integration with surrounding context and adjacency with existing fully serviced urban development; v. Identification of major on-site and off-site municipal water, sanitary, stormwater, emergency services and transportation infrastructure improvements and community services that will service or benefit the subject site; a. The proposed funding sources (City or developer) for the infrastructure in (v), 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. vi. How emergency services will be provided to both City and Provincial standards, considering both capital and operating costs; vii. How development on the subject site will integrate with broader public amenities and community services, including but not limited to healthcare, food services, library, childcare, transit and mobility networks; viii. Consistency with other existing and planned City services, including infrastructure and services that initiate and/or complete a community, with consideration for both capital and operating cost implications to The City over the lifetime of the development; ix. Any other information that is required by or may assist Administration in evaluating the Growth Application. b. 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.
			<p>3. Approval Process</p> <ul style="list-style-type: none"> a. A Growth Application is not approved until: <ul style="list-style-type: none"> i. the municipal funding for infrastructure and servicing costs (capital and operating) associated with the Growth Application has received Council approval or is included in an approved Service Plan and Budget; and ii. the Growth Application has received Council approval."

Amendment	Bylaw	Date	Description
2	57P2025	2025 July 15	<p>(b)The Community Planning Guidebook, Volume 2, Part 1 of the Municipal Development Plan, attached to and forming part of Bylaw 24P2009, as amended, is hereby further amended as follows:</p> <ul style="list-style-type: none"> (i) Amend section 1.0 Vision and Core Ideas, callout box by deleting “open space” and replacing with “park”. (ii) Amend section 1.0 Vision and Core Ideas, fourth core idea by deleting “Open space network” and replacing with “Park system” and deleting “system of programmed and natural open spaces” and replacing with “park system”. (iii) Amend subsection 2.2.1, by deleting “Environmental Open Space (see Section 3.4.2)” and replacing with “natural areas”. (iv) Amend subsection 2.2.6, policy a.i. by deleting “open space” and replacing with “parks”. (v) Amend subsection 2.9, Transit Station Planning Area (TSPA) first sentence by deleting “open space” and replacing with “parks”. (vi) Amend subsection 2.9, callout box by deleting “open space” and replacing with “park”. (vii) Amend section 3.0, first paragraph, last sentence by deleting “open”. (viii) Amend subsection 3.1 by deleting last bullet “Open Space Plan” and replacing with “Connect: Calgary’s Parks Plan”. (ix) Amend subsection 3.1.1, policy 2.a.vi. by deleting in its entirety and replacing with the following: “vi. link major parks, natural areas, open spaces and other significant community destination points; and”. (x) Amend subsection 3.2, by deleting last bullet “Open Space Plan” and replacing with “Connect: Calgary’s Parks Plan”. (xi) Amend subsection, 3.2.2, policy 6. by deleting “Environmental Open Space” and replacing with “natural areas”. (xii) Amend subsection 3.2.3, first paragraph, last sentence by deleting “open space network” and replacing with “park system”. (xiii) Amend subsection 3.2.3. policy 2.b. by deleting “Environmental Open Space” and replacing with “natural areas”. (xiv) Amend subsection 3.2.3, policy 3. first paragraph by deleting “open space” and replacing with “parks and natural areas”. (xv) Amend subsection 3.3.4, policy 3. by deleting “open space” and replacing with “parks”. (xvi) Delete subsection 3.4. in its entirety.

TABLE OF CONTENTS

1.0 VISION AND CORE IDEAS	2
2.0 COMMUNITY FRAMEWORK	
2.1 Communities	4
2.2 Neighbourhoods	5
2.3 Neighbourhood Areas	7
2.4 Neighbourhood Activity Centres (NAC)	8
2.5 Community Activity Centres (CAC)	10
2.6 Major Activity Centre (MAC)	12
2.7 Neighbourhood <i>Main Street</i> (Bylaw 19P2017)	14
2.8 Urban <i>Main Street</i> (Bylaw 19P2017)	15
2.9 Transit Station Planning Area (TSPA)	16
3.0 COMMUNITY SERVICES AND AMENITIES	
3.1 Mobility	18
3.2 Utilities	24
3.3 Facilities	27
4.0 IMPLEMENTATION	
4.1 Guidebook Interpretation	32
4.2 Application Requirements	32
4.3 Growth <i>Applications</i> (Bylaw47P2023)	33
4.4 Intensity / Density	35

1.0 VISION AND CORE IDEAS



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

- MDP Section 3.6.2

Bylaw 19P2017. 57P2025

Vision: Creating Complete Communities

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

Core Ideas

1. Compact development

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

2. Multi-modal connectivity

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

Bylaw 47P2015

3. Utilities and community services

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

4. Park system

New communities will have a conveniently located and interconnected park system serving a wide range of users.

Bylaw 19P2017. 57P2025



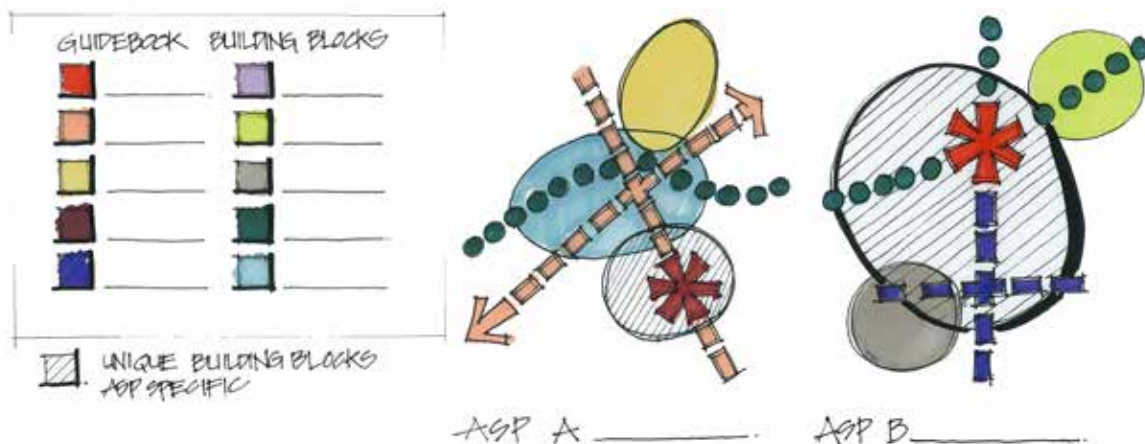
1.0 VISION AND CORE IDEAS

Guidebook Structure

This Guidebook:

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

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



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

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

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

Bylaw 19P2017

2.0 COMMUNITY FRAMEWORK

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



Complete Community

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

- MDP Glossary

2.1 Communities

1. Composition

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

2. Intensity

- Each community shall achieve a minimum intensity of 60 people and jobs per gross developable hectare upon initial build-out.
- Each community shall be planned to achieve a potential minimum intensity of 70 people and jobs per gross developable hectare as plan area renewal and intensification occurs.

3. Identity

Community identity should be enhanced through:

- preservation and integration of unique natural features;
- parks with character and other public spaces;
- a high quality of architecture and urban design to create attractive streetscapes;
- edge conditions *that mark the transition from one community to another while weaving them together*;
- street names and signage that reflect local history and/or natural features;
- public art to be integrated with public places; and
- identification of historical resources, and development of interpretive features about such sites.

Bylaw 41P2014



2.0 COMMUNITY FRAMEWORK

2.2 Neighbourhoods



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

- MDP Section 2.2.5

1. Overview

All lands within Communities should be identified as part of a Neighbourhood, with the exception of natural areas which may form a boundary of one or more Neighbourhoods.

Bylaw 57P2025

2. Size and Intensity

- a. A Neighbourhood should range between 40 and 75 hectares (99 and 185 acres) in size.
- b. A Neighbourhood should achieve a minimum density of 20 units per gross developable residential hectare (8 units per gross developable residential acre).
 - i. *An Area Structure Plan (ASP) may identify a Neighbourhood with a lower density, to a minimum of 15 units per gross developable residential hectare (6 units per gross developable residential acre), if it identifies another Neighbourhood in the same Community with a higher density. The density of the two Neighbourhoods must average 20 units per gross developable residential hectare (8 units per gross developable residential acre) considering their respective gross developable areas.*
 - ii. *Density averaging shall only be used in cases where there is a benefit to the overall Community. This would be the case where the limitations in one Neighbourhood (e.g. limited access or irregular shape/ topography due to natural features or infrastructure) warrant lower densities and opportunities in another Neighbourhood (e.g. proximity to primary transit) warrant higher densities.*
 - iii. *Neighbourhoods with a density lower than 20 units per gross developable residential hectare should avoid homogeneous development and achieve City planning objectives related to built form mix, street connectivity and attractive streetscapes.*
 - iv. *Each ASP shall show the minimum density requirement for each Neighbourhood on a map. Any density averaging between two Neighbourhoods shall be shown on the map. The map should be amended prior to or concurrent with an Outline Plan/Land Use Amendment application where density averaging is proposed.*

Bylaw 41P2014

2.0 COMMUNITY FRAMEWORK

3. Composition

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

Bylaw 19P2017

- a. A diversity of housing choices
- b. Neighbourhood-scale commercial and/or services
- c. Public spaces, parks and recreation facilities
- d. Public transit
- e. Green infrastructure

4. Housing and Service Mix

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

- a. Seniors Age-Friendly Strategy
- b. Alberta Building Code Standard on Adaptable Dwellings
- c. Calgary's Access Design Standards
- d. The Guidelines for Housing Affordability and Affordable Housing

5. Design

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

Typologies

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

- b. A neighbourhood should provide a distinct identity. This is created by designing development to incorporate natural features (including sightlines and access to natural areas), public parks, gathering places, streetscape design, distinctive buildings, landmarks and public art.
- c. The design of the Neighbourhood should incorporate emergency services safe design and Crime Prevention Through Environmental Design principles.
- d. The street and mobility network of a neighbourhood should be highly connective and block-based.

Bylaw 47P2015

6. Multi Residential Developments

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

2.0 COMMUNITY FRAMEWORK

a. Location

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

Bylaw 57P2025

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

b. Multi-residential developments should:

- i. integrate with the surrounding neighbourhood;*
- ii. provide creative and visual quality;*
- iii. design buildings to effectively respond to local topography;*
- iv. be adjacent to a liveable, collector or local street;*
- v. front onto a public street or a private internal drive aisle that looks and functions like a public street.*
- vi. provide clearly identified pedestrian connections across larger sites;*
- vii. suitably screen any surface parking; and*
- viii. have individual entrances for at-grade units (where the main floor is within approximately 1 metre of sidewalk elevation), where practical.*

Bylaw 41P2014, 19P2017

2.3 Neighbourhood Areas

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

1. Neighbourhood Areas shall include a variety of housing forms and affordability levels.
2. Neighbourhood Areas should:
 - a. include opportunities for home-based business uses; and
 - b. provide opportunities for a variety of compatible uses only if such development does not compromise the viability of similar development in a nearby Activity Centre or *Main Street*.
3. *deleted*

Bylaw 41P2014, 19P2017

2.0 COMMUNITY FRAMEWORK

2.4 Neighbourhood Activity Centres (NAC)

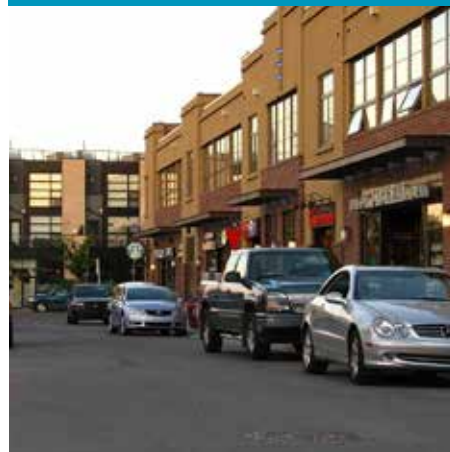
NACs are neighbourhood focal points containing a mix of transit supportive residential and non-residential uses. Connected to surrounding land uses by a network of converging streets, walkways and pathways, NACs are designed to have a *pedestrian oriented environment* and an active public realm.

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



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

- MDP Section 3.3.4



2.0 COMMUNITY FRAMEWORK

- e. Non-residential development in the NAC:
 - i. *shall be oriented to the street and have direct and accessible pedestrian connections from the public sidewalk to building entrances, where there is onstreet parking across the frontage of the non-residential uses. Where there is no on-street parking across the frontage of the non-residential uses, development may be oriented to an internal private street (preferred) or parking area at the rear or side and should provide convenient pedestrian access from the public sidewalk to the non-residential unit entrances;*
 - ii. may provide for only limited automotive uses;
 - iii. should be small in scale, consistent with nearby residential areas; and
 - iv. may include other compatible uses.
- f. Residential uses in the NAC:
 - i. shall accommodate a range of medium-density multi-residential development;
 - ii. should be developed on multiple sites less than 1 hectare (2.5 acres); and
 - iii. should include opportunities for residential-based commercial uses.
- g. The central amenity space in a NAC:
 - i. shall be designed as a multi-functional public space, such as a plaza or park;
 - ii. shall comprise a land area of 0.2 to 1 hectare (0.5 to 2.5 acres);
 - iii. shall provide bicycle parking;
 - iv. should be bound by streets and/or active building facades;
 - v. should be located on a prominent site;
 - vi. should have a length to width ratio of less than 3:1;
 - vii. should have no more than 25% of the dwelling units adjacent to the central amenity space in the form of single detached houses; and
 - viii. should be located near one or more transit stops.
- 4. Modification of NAC Composition

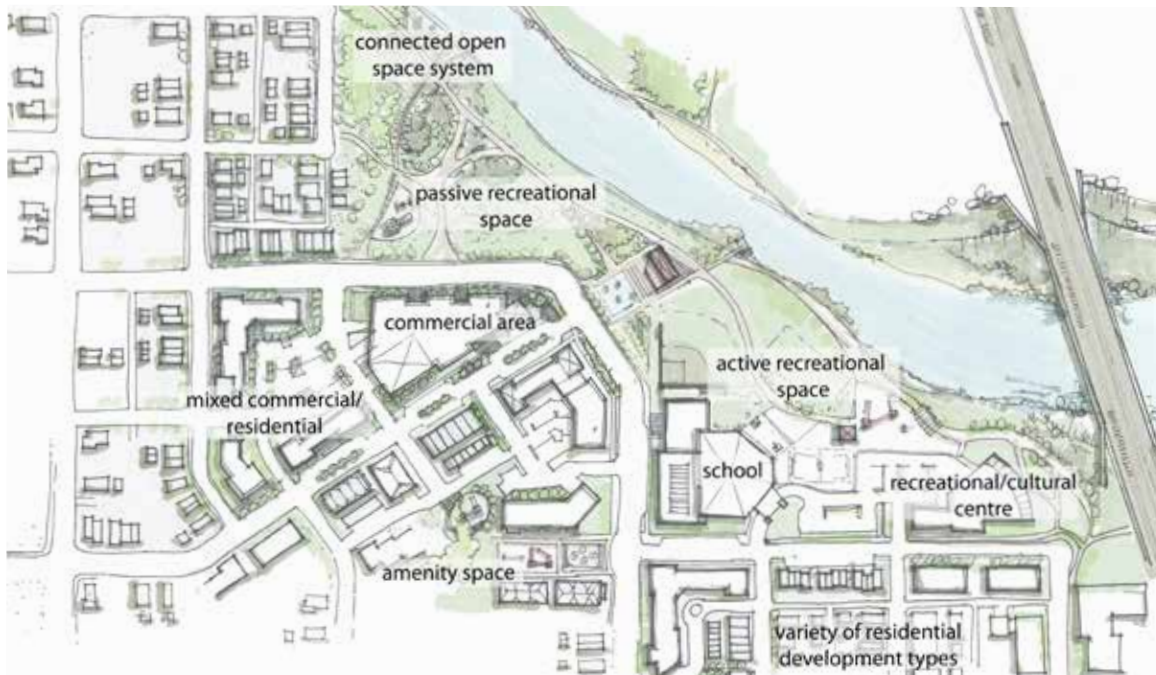
If the Neighbourhood that a NAC is situated in contains a Community Activity Centre (CAC) or Urban *Main Street*, then the medium-density multi-residential development and the non-residential components required in the NAC may instead be located in the CAC or Urban *Main Street*. The NAC should always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

Bylaw 41P2014, 19P2017

2.0 COMMUNITY FRAMEWORK

2.5 Community Activity Centres (CAC)

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



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

Bylaw 47P2015

2.0 COMMUNITY FRAMEWORK

- d. Residential development in the CAC:
 - i. shall accommodate a broad range of ground-oriented and *medium- to high-density* multi-residential development; **Bylaw 47P2015**
 - ii. shall be integrated vertically and/or horizontally with other uses;
 - iii. should comprise no less than 30% of the land use of the CAC; and
 - iv. should be distributed throughout the CAC on multiple small and medium sites, less than 2 hectares large.
- e. Amenity space(s) in the CAC:
 - i. shall be designed to accommodate active and passive recreation;
 - ii. shall comprise no less than 5% of the total land area of the CAC; and
 - iii. should include a transit plaza central to the CAC with convenient and direct connections to transit service.
- f. Cultural, recreational and institutional uses are promoted within the CAC.
- g. A CAC should facilitate a variety of compatible uses.

2.0 COMMUNITY FRAMEWORK



2.6 Major Activity Centre (MAC)

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

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

2.0 COMMUNITY FRAMEWORK

2. Composition

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

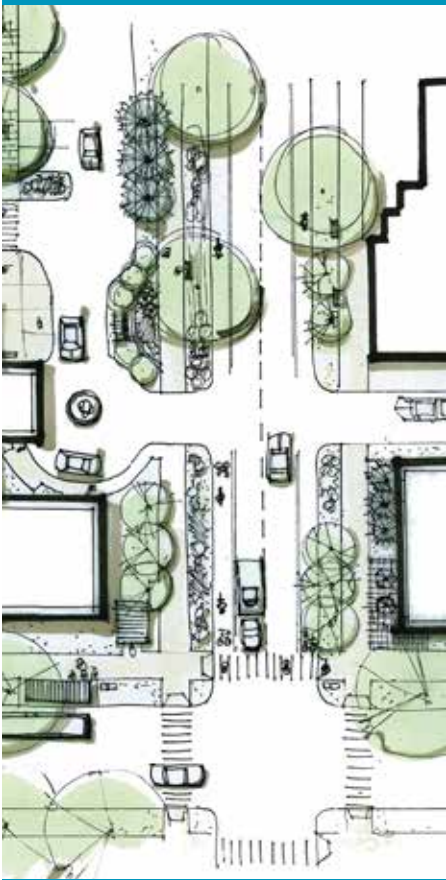


"Major Activity Centres (MACs) provide for the highest concentration of jobs and population outside of the Centre City area. In addition to achieving higher concentrations of jobs and population, the design and character of MACs must also create a high-quality environment that features amenities for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

- MDP Section 3.3.2



2.0 COMMUNITY FRAMEWORK



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

- MDP Section 3.4.3 **Bylaw 19P2017**

2.7 Neighbourhood Main Street

Bylaw 19P2017

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

1. Each Neighbourhood *Main Street* shall be comprised of a mix of land uses that achieve a minimum intensity of 100 people and jobs per gross developable hectare.
2. Neighbourhood *Main Streets* should be located along a multi-modal Neighbourhood Boulevard.
3. The design of a Neighbourhood *Main Street* will ensure a strong pedestrian orientation and emphasize the street as the focus of neighbourhood activity.
4. Each Neighbourhood *Main Street* should comprise two or more block lengths and one or more blocks wide on either side of the Neighbourhood Boulevard.
5. Amenity space in a Neighbourhood *Main Street* shall be designed as one or more multi-functional spaces, such as plazas or parks to create points of interest along the Neighbourhood *Main Street* and/or enhance the design of prominent intersections or buildings. One of them should act as a central focus of the corridor.

Bylaw 19P2017



2.0 COMMUNITY FRAMEWORK

2.8 Urban Main Street

Bylaw 19P2017

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

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

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

- MDP Section 3.4.2 **Bylaw 19P2017**

Bylaw 47P2015

Bylaw 19P2017



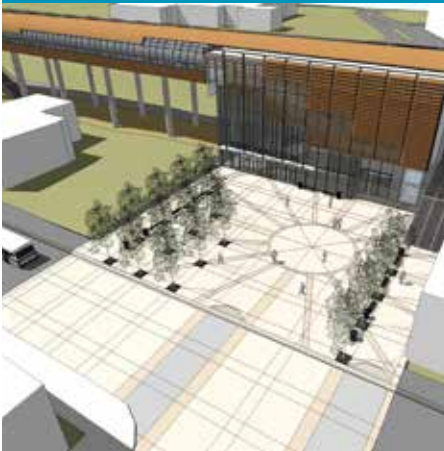
2.0 COMMUNITY FRAMEWORK

Transit-Oriented Development (TOD)

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

- MDP Glossary

Bylaw 57P2025



2.9 Transit Station Planning Area (TSPA)

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

Bylaw 47P2015, 57P2025

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

and are encouraged to include:

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

2.0 COMMUNITY FRAMEWORK

- b. provide a transition of land use intensities with the highest generally in proximity to the transit station and lowest further from the station;*
- c. have primary entrances fronting onto the sidewalk/street; and*
- d. provide streets, walkways and pathways that converge on the transit station and establish safe, direct and convenient pedestrian and cyclist connections to the wider area.*
- 4. *Vehicle access should be designed to minimize vehicle crossings over sidewalks.*
- 5. *Drive through development should not be allowed.*
- 6. *Higher quality transit stops should be provided within the TSPA that have an attractive shelter/seating, convenient passenger drop-offs and bicycle racks/lockers.*
- 7. *A primary pedestrian and cycling route running directly between a future primary transit station and Neighbourhood Activity Centres or other pedestrian destinations shall be identified at the Outline Plan/Land Use Amendment Stage.*
- 8. *An architecturally distinct building or signature feature should be located at the terminus point of the primary street.*

Bylaw 41P2014

3.0 COMMUNITY SERVICES AND AMENITIES

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

Bylaw 57P2025

3.1 Mobility

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

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

Bylaw 47P2015, 57P2025

3.1.1 Pedestrian and Bicycle Circulation

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



Photo Credit: Jean Chong

1. Active Mode Connectivity

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

3.0 COMMUNITY SERVICES AND AMENITIES

2. Regional Pathways

- a. The regional pathway network should aim to:
 - i. locate within or integrate with a park, linear park or natural feature;
 - ii. complement the on-street bikeway network;
 - iii. align with and connect to the Calgary Greenway System and Green Corridors, where applicable;
 - iv. provide opportunities for active and passive linear recreation;
 - v. not conflict with driveways / alleys;
 - vi. *link major parks, natural areas, open spaces and other significant community destination points; and*
 - vii. connect with other Communities and municipalities outside of each Plan Area.

Bylaw 57P2025

- b. Where the regional pathway cannot be located within or integrated with a park or natural feature, it may be located within a road right-of-way in the form of a multi-use or regional pathway or designated bikeway separated from vehicle traffic.

Bylaw 47P2015

3. Local Pathways, Sidewalks, and Walkways

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

4. On and Off Street Bicycle Routes

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

3.0 COMMUNITY SERVICES AND AMENITIES

3.1.2 Transit Service

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

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



s bus shelter with canopy and wind protection

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

3.1.3 Street Network

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

New communities are supported by a skeletal road and arterial street network that accommodates goods and people, connecting them between communities, across the City and throughout the region. The Calgary Transportation Plan (CTP) defines the existing and anticipated skeletal and arterial network. In conjunction with other high level policy and planning documents, Map 7 of the CTP provides a starting point for shaping land use decisions and in turn



developing a supportive street network within the community through the ASP development process. In order to safely and efficiently accommodate higher volumes and larger vehicles moving between communities, arterials and skeletal roads have specific design features including parking prohibitions, greater intersection spacing, intersection design requirements and policies regarding noise attenuation, notwithstanding the objective to improve community connectivity through innovative design solutions. The Complete Streets policy and Design Guidelines for Subdivision Servicing further define these roadways and the related design requirements.

Bylaw 47P2015

3.0 COMMUNITY SERVICES AND AMENITIES



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

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



1. Block-Based Design

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

2. Local Street Layout:

- The layout of the local street network should provide direct connections and multiple route choices to origin / destination points and connectivity between sections of each Plan Area for all modes of transportation.
- The exact road and street pattern, including detailed design, typology / classification, street sizing and intersection/access spacing shall be determined at the Outline Plan / Land Use Amendment stage.

3. Emergency Access

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

3.1.4 Mobility in Activity Centres and Main Streets

Bylaw 19P2017

1. Mobility in Neighbourhood Activity Centres and

Neighbourhood *Main Streets*

Bylaw 19P2017

- To provide a high degree of connectivity for pedestrians, cyclists and drivers the design of the transportation network in and around a NAC and Neighbourhood *Main Street*:

Bylaw 47P2015, 19P2017

- shall be a block-based network of interconnected streets, walkways and pathways;
- should provide a high-quality streetscape with building or landscaping abutting the street or the public realm facades;
- should provide building entrances off of the public street if on-street parking is permitted, or if on-street parking is not permitted, then primary entrances may be oriented towards an internal drive aisle with complete street elements (preferred) or parking area; and

3.0 COMMUNITY SERVICES AND AMENITIES

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

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

Bylaw 19P2017

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

Bylaw 19P2017

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

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

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

2. Mobility within Community Activity Centres and Major Activity Centres

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

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

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

3. Mobility within Urban *Main Streets*

Bylaw 19P2017

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



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



3.0 COMMUNITY SERVICES AND AMENITIES

- b. Streets parallel to the Urban Boulevard should be designed to provide alternate route options for traffic.
- c. Areas adjacent to the Urban *Main Street* shall establish a pattern of development that ensures the Urban *Main Street* is a highly-connected, transit-oriented area. **Bylaws 41P2014, 19P2017**

3.1.5 Parking Design

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

1. *Quantity of Parking*
 - a. *Provision of parking stalls in excess of the minimum Land Use Bylaw requirements should be provided in structured and/or underground parking.*
 - b. *Employing strategies that qualify for parking requirement reductions is encouraged.*
2. *Parking Design*
 - a. *Surface parking facilities should be located and designed to provide safe, convenient sidewalk and pathway connections for pedestrians, transit users and cyclists to access building entrances as well as convenient and efficient access for motorists.*
 - b. *Surface parking facilities should be distributed and configured to shorten distances between buildings and public sidewalks and to reduce the overall scale of the paved surface.*
 - c. *Site circulation shall be designed to minimize conflict between pedestrians and vehicles.*
3. *On-street Parking*

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

3.0 COMMUNITY SERVICES AND AMENITIES

3.2 Utilities

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

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

Bylaw 47P2015, 57P2025

3.2.1 Utility Infrastructure

1. Urban development in each Plan Area shall be serviced with municipal water, sanitary sewer and stormwater infrastructure and shallow utilities (i.e. gas, cable, electricity, telephone) as determined necessary by utility providers.
2. The provision, alignment and capacity of water distribution mains and water mains, sanitary sewer mains and trunks and stormwater mains and trunks within a development shall be in accordance with City standards, and confirmed through utility servicing studies / analysis.
3. The location of all utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of The City, the applicant and the utility companies and may be refined at each stage, as needed.
4. Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.
5. Utility rights-of-way should be designed to reduce the setback of buildings from the street wherever possible and ensure the long-term viability of street trees.

3.2.2 Water and Sanitary Servicing

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

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

Bylaw 47P2015

3.0 COMMUNITY SERVICES AND AMENITIES

2. *As part of an Outline Plan/Land Use Amendment Application, a Sanitary Servicing Study may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.*
Bylaw 47P2015
3. *Alternative alignments and locations for proposed infrastructure may be considered at the Outline Plan/Land Use Amendment stage.*
Bylaw 47P2015
4. *Any proposed land use or transportation network changes to the approved ASP at Outline Plan/Land Use Amendment stage may require a re-evaluation of water and sanitary infrastructure.*
5. *Any proposed distribution systems for an Outline Plan/Land Use Amendment area shall be reviewed and, if required, modelled by the City of Calgary's Water Resources Business Unit as part of an Outline Plan/Land Use Amendment Application.*
6. *Utility placement will minimize impact to natural areas. Outline Plan/Land Use Amendment Applications shall identify the location of proposed infrastructure utility rights-of-way.*
Bylaw 47P2015, 57P2025



3.2.3 Stormwater Management

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

Bylaw 57P2025

1. *General*
 - a. *Prior to approval of an Outline Plan/Land Use Amendment Application, a Master Drainage Plan, in conjunction with an Area Structure Plan should be prepared and approved by The City of Calgary Water Resources and the Parks Business Units.*
 - b. *A Staged Master Drainage Plan, referencing and remaining consistent with all relevant stormwater management policies and plans at the time of application shall be submitted as part of an Outline Plan/Land Use Amendment Application.*
Bylaw 47P2015

3.0 COMMUNITY SERVICES AND AMENITIES

2. Stormwater Ponds

- a. *Stormwater ponds should be located on a public utility lot. Alternate land use conditions may be considered, subject to approval from Development Engineering.* **Bylaw 47P2015**
- b. *Engineered stormwater wetlands may be integrated within acquired natural areas where there is no significant impact to natural habitat, as demonstrated in an approved biophysical impact assessment.* **Bylaw 47P2015, 57P2025**
- c. *Requirements for stormwater outfall discharge locations, maximum allowable release rates, unit area release rates, runoff volume control targets, and stormwater treatment, should be consistent with the approved Master Drainage Plan for the Plan Area.* **Bylaw 47P2015**

3. Best Management Practices

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

Bylaw 47P2015, 57P2025

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

Bylaw 47P2015

3.2.4 Telecommunication Antenna Structures Siting Protocols

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

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

Bylaw 47P2015

3.0 COMMUNITY SERVICES AND AMENITIES

3.3 Facilities

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

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



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

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

1. Variety of Services & Facilities

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

2. Co-Location and Multi-Use Facilities

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

3.0 COMMUNITY SERVICES AND AMENITIES

3.3.1 Care Facilities

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

1. Child Care Facilities

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

- a. designing child care facilities in accordance with The City's Child Care Service Policy and Development Guidelines;
- b. dispersing child care facilities throughout each Plan Area; and
- c. providing for various sizes and types of child care facilities.

2. Care Facilities

- a. Care Facilities shall be planned and designed in accordance with *The City's Planning Principles for the Location of Care Facilities and Shelters (2011)*.
- b. Specialized housing and care needs in the community should be provided for through such measures as: enabling care facilities to locate in residential and mixed-use areas; and dispersing different types of care facilities throughout each Plan Area.

3. Seniors Care Facilities

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

- a. *located in proximity to green space, pathways, parks, and other amenities;*
- b. *designed to be integrated into the Neighbourhoods and Communities to facilitate a feeling of inclusiveness;*
- c. *provided in a variety of forms, both one-story ground oriented and apartment; and*
- d. *located along streets with transit routes and near a bus stop.*

Bylaw 41P2014

3.3.2 Cultural Facilities

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

1. Encourage the development of places of worship and other cultural facilities where they can serve as community focal points;
2. Disperse places of worship and other cultural facilities at appropriate locations throughout each Plan Area to maximize coverage and avoid traffic congestion issues; and
3. Ensure that places of worship and other cultural facilities are appropriate for their location in the community relative to nearby buildings in the community.

3.0 COMMUNITY SERVICES AND AMENITIES

3.3.3 Schools

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



1. General Provisions
 - a. School sites must follow the requirements of: the School Act; the MGA; the Joint Use Agreement; and the Site Planning Team Standards for School Sites;
 - b. A developer-prepared Concept Plan showing the proposed layout and amenities for a school site within the application area and a preliminary grading plan must be prepared and accepted prior to Outline Plan / Land Use Amendment approval.
 - c. When a JUS or high school site is located in an Activity Centre, the school building envelope should be located closest to and integrated with the Activity Centre.
2. Size & Composition
 - a. The size of a JUS or high school shall be indicated in each ASP and specifically determined through the Outline Plan / Land Use Amendment process. Suitable land should be provided for active playfields and park space.
 - b. While flexible use of school buildings is encouraged, the predominant use of land within a JUS shall be for educational and recreational uses.
 - c. High school sites shall contain a high school building and associated recreational and educational facilities, and other related uses or complementary activities.
3. High School
 - a. A high school should be located on a site with two functional street frontages (ideally Collector roads). Access and egress, drop off points and parking should be designed according to *best practices*.
 - b. A high school site should be in a location that will be served by the primary transit network.

Bylaw 47P2015

3.0 COMMUNITY SERVICES AND AMENITIES

3.3.4 Community Association Sites

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

1. *Community Association sites should be located on a transit route within 400 metres of a transit stop.*
2. *Any buildings on Community Association sites must be oriented to offer direct pedestrian access to the primary building entrance from the sidewalk.*
3. *The size of the site may be adjusted where facilities and parks are shared with other compatible and complimentary civic uses.*

Bylaw 47P2015, 57P2025

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

Bylaw 47P2015

3.3.5 Municipal Facilities

1. Recreation Facilities

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

Bylaw 47P2015

2. Public Libraries

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

Bylaw 47P2015

3. Emergency Response Stations

- a. An Emergency Response Station site requires:

- i. approximately 0.8 hectares (2 acres);
- ii. all turns access to a major roadway;
- iii. a rectangular lot;
- iv. being situated at the highest elevation of the district where possible; and
- v. a minimum of two vehicular access points.

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

Bylaw 47P2015

4. Recycling/Waste Diversion

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

3.0 COMMUNITY SERVICES AND AMENITIES

3.3.6 Older Adult Housing

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

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

- a. Integrated into neighbourhoods and communities to facilitate a feeling of inclusiveness;*
- b. Provided within a MAC, TSPA, or NAC to facilitate access to services and amenities; and*
- c. Located along streets with transit routes and within 400 metres of a bus stop to facilitate access to public transit.*

Bylaw 47P2015

Subsection 3.4 deleted

Bylaw 57P2025

4.0 IMPLEMENTATION

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

4.1 Guidebook Interpretation

1. Relation to Area Structure Plans (ASPs)

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

- a. This Guidebook applies only to those ASPs that state it does.
- b. An ASP may exempt itself from specific Guidebook provisions (and identify different standards) by describing the exemption in the ASP policy. The exemption would be maintained as the Guidebook is amended.

2. Precedence

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

Bylaw 47P2015

3. Policy Interpretation

- a. All policies and requirements (of this *Part* and each ASP) are deemed achieved only when they are to the satisfaction of the Approving Authority.
Bylaw 47P2015
- b. Where, at the end of a list of elements or criteria, a policy refers to other elements or opportunities, it is understood to be at the discretion of the Approving Authority to determine the range of what is allowed.
Bylaws 47P2015, 41P2014

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

Bylaw 47P2015

4.2 Application Requirements

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

1. Outline Plans Precede Land Use

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

4.0 IMPLEMENTATION

2. Application Scale

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

3. Application Assessment

- a. An Outline Plan/Land Use Amendment application shall provide, at the developer's expense, sufficient information for the Approving Authority to ensure the application complies with applicable policies. When a developer does not provide the required supporting information in a satisfactory manner, the Outline Plan/Land Use Amendment application may not be provided with a complete assessment or recommended for approval.
- b. Administration should encourage applicants to follow best practices as part of the Outline Plan / Land Use Amendment application process. Where City policies prevent the implementation of best practices, Administration is encouraged to explore innovative new ways to facilitate the aspect of an application reflecting best practices.

4. Concept Plan Requirement

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

4.3 Growth Applications

These Growth Applications policies provide a decision-making process for strategic growth and the co-ordination of required funding and servicing with development in new communities. Servicing new growth requires substantial City investment, and decisions regarding new growth must result in strategic, orderly, economical urban development such that services are efficiently delivered in accordance with the relevant Area Structure Plan and the Municipal Development Plan.

These policies link strategic growth decisions, balanced growth and planned land supply, and municipal financial and infrastructure capacity to implement Part 5, Volume 1, of the Municipal Development Plan. The policies outline a process to ensure that required municipal infrastructure and services are identified, funded, and efficiently delivered ahead of, or alongside land use amendment, subdivision, or development approvals.

1. Applicability of the Growth Application Requirement

- a. Land Use Amendments, Subdivisions, and Development Permits in the areas outside the Balanced Growth Boundary identified in Map 1 of the Municipal Development Plan can only be approved if:
 - i. A Growth Application and associated funding have 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; or

4.0 IMPLEMENTATION

- 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, at the discretion of the designated Approving Authority.*
- b. *Growth Applications may only be supported for development within an area defined under the purview of an Area Structure Plan approved by Council. Applications for fully-serviced urban development outside of an approved Area Structure Plan will not be supported.*

Bylaw 31P2017, 5P2022, 47P2023

2. Evaluation and Considerations

- a. *Prior to receiving approval from Council for a land use amendment in a Plan Area, a Growth Application must be submitted for evaluation by Administration and decision by Council. Administration will evaluate a Growth Application in a criteria-based manner, including but not limited to consideration of the following information:*
 - i. *Consistency with the Municipal Development Plan, in particular Part 5;*
 - ii. *Economic, environmental, climate, and social implications;*
 - iii. *Market demand and absorption rates, relative to current land supply levels and consistent with the targets in Part 5 of the Municipal Development Plan;*
 - iv. *Transition and integration with surrounding context and adjacency with existing fully serviced urban development;*
 - v. *Identification of major on-site and off-site municipal water, sanitary, stormwater, emergency services and transportation infrastructure improvements and community services that will service or benefit the subject site;*
 - a. *The proposed funding sources (City or developer) for the infrastructure in (v), 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.*
 - vi. *How emergency services will be provided to both City and Provincial standards, considering both capital and operating costs;*
 - vii. *How development on the subject site will integrate with broader public amenities and community services, including but not limited to healthcare, food services, library, childcare, transit and mobility networks;*
 - viii. *Consistency with other existing and planned City services, including infrastructure and services that initiate and/or complete a community, with consideration for both capital and operating cost implications to The City over the lifetime of the development;*
 - ix. *Any other information that is required by or may assist Administration in evaluating the Growth Application.*
 - b. *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.*

Bylaw 47P2023

4.0 IMPLEMENTATION

3. *Approval Process*

- a. *A Growth Application is not approved until:*
 - i. *the municipal funding for infrastructure and servicing costs (capital and operating) associated with the Growth Application has received Council approval or is included in an approved Service Plan and Budget; and*
 - ii. *the Growth Application has received Council approval.*

Bylaw 47P2023

4.4 Intensity / Density

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

1. The method in the Guide to the MDP and CTP will be applied when evaluating density and intensity. For a list of land uses and landscape features that are included and excluded from the Gross Residential Area, refer to the Calgary Snapshots document.
2. Each Outline Plan/Land Use Amendment, subdivision and Development Permit application shall demonstrate, to the satisfaction of the Approving Authority, that the intensity / density requirements applicable for the overall typology, neighbourhood and community areas are being achieved.
3. Each Outline Plan/Land Use Amendment application shall demonstrate, through a shadow plan, how the Community can accommodate additional housing and / or jobs to achieve an intensity of 70 people and jobs per gross developable hectare as plan area renewal and intensification occurs. Intensification can occur through various means, including, but not limited to:
 - a. strategic intensification of Activity Centres and *Main Streets*;
 - b. designating land for higher density or intensity than is to be built initially;
 - c. ensuring that streets and utilities are designed with the capacity for additional intensity; and
 - d. designing sites and buildings to enable and facilitate infilling.

Bylaw 19P2017