

**BYLAW NUMBER 19P2017**

**BEING A BYLAW OF THE CITY OF CALGARY  
TO AMEND THE MUNICIPAL  
DEVELOPMENT PLAN BYLAW 24P2009**

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**WHEREAS** it is desirable to amend the Municipal Development Plan Bylaw 24P2009, as amended;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

**NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:**

1. This Bylaw may be cited as the "Municipal Development Plan Amendment Number 18 Bylaw."
2. The Municipal Development Plan attached to and forming part of Bylaw 24P2009, as amended, is hereby further amended as follows:
  - (a) In Volumes 1 & 2 of the MDP, in each instance where the term "Neighbourhood Corridor" is used, delete and replace with the term "Neighbourhood Main Street".
  - (b) In Volumes 1 & 2 of the MDP, in each instance where the term "Urban Corridor" is used, delete and replace with the term "Urban Main Street".
  - (c) In section 1.2, delete the following text:

"Volume 2: Implementation Guidebooks  
Part 1 - New Community Guidebook  
Part 2 - Centre City Guidebook"

And replace with:

"Volume 2: Implementation Guidebooks  
Part 1 - New Community Guidebook  
Part 2 - Centre City Guidebook  
Part 3 - Developed Areas Guidebook"
  - (d) Delete section 2.2.1.b.iii and replace with the following:

"iii. Locating the tallest buildings and highest densities closest to transit stops and stations and in strategic sites, identified by a local area planning process, and stepping down heights and densities away from these sites;"

- (e) Delete section 3.4.1.b and replace with the following:
- “b. The highest densities and tallest buildings on the Main Street should be concentrated into “nodes” that occur at the intersections of the Main Street with other major transit streets or any Future Comprehensive Plan Area identified through a local area planning process. Between the nodes and any Future Comprehensive Plan Area, lower scales of commercial, residential and mixed-use development are appropriate.”
- (f) Delete section 3.4.1.d and replace with the following:
- “d. Develop an active street environment by encouraging retail and service uses at-grade with residential and office uses on upper floors along the Main Street core areas, with grade oriented residential uses in other areas.”
- (g) Delete section 3.4.1.q and replace with the following:
- “q. Create a human-scale environment along the Main Street by generally encouraging a maximum of a 1:1 building height to right-of-way width ratio. Additional height should be considered through a Local Area Plan.
- (h) Delete section 3.4.2.d and replace with the following:
- “d. The Local Area Plan study area for a Urban Main Street should include all land fronting directly onto the Urban Boulevard, and extend back at least one block on either side, potentially extending along intersecting streets. The highest development densities are to be located on lands directly fronting onto the Urban Boulevard and any Future Comprehensive Plan Area identified through a local area planning process, stepping down to provide transition with lower scale buildings, as defined in Part 3 - Typologies for Calgary’s future urban structure.”
- (i) Delete section 3.4.3.d and replace with the following:
- “d. For Neighbourhood Main Streets that have no Local Area Plans, areas for significant intensification should include those parcels that front directly onto the proposed Neighbourhood Boulevard (as defined in the CTP).”
- (j) Delete section 3.4.3.e and replace with the following:
- “e. Encourage ground-oriented housing, low-scale apartments and mixed-use retail buildings within the Neighbourhood Main Street, with the highest densities occurring in close proximity to transit stops and in locations where they merge with Activity Centres, other Main Streets and any Future Comprehensive Plan Area identified through a local area planning process.”

- (k) Delete section 3.4.3.g and replace with the following:
  - “g. Auto-oriented uses and designs that generate high volumes of traffic, consume large amounts of land in a low density form, require extensive surface parking, drive-thrus or create negative impacts for pedestrian travel and access should be discouraged.”
- (l) Following Volume 2, Part 2, the “Centre City Guidebook”, add the Developed Areas Guidebook as Volume 2, Part 3 of the MDP, attached hereto as Schedule A.
- (m) Insert the terms, alphabetically, to Volume 1, Part 6 – Glossary:

Terminology additions to the MDP, Part 6 - Glossary

Terminology	Definition
accessibility	Ease of access and egress to any location by walking, cycling, transit and private vehicles for commercial vehicles (see universal design).
accessible housing	The construction or modification (such as through renovation or home modification) of housing to enable independent living for persons with disabilities.
active uses	Types of commercial uses on the main or ground floor of buildings adjacent to the sidewalk or street, which generate frequent activity in and out of a building or business entrance.
application stage	The appropriate or applicable stage when applications for Building Permits, Development Permits, Land use or Subdivision are reviewed.
retail ready	Retail ready buildings have appropriate floor heights, mechanical systems and other needs to accommodate retail uses in the future, while still allowing for non-retail uses at the time of application.
social inclusion	Actions to assist all individuals to participate in community and society and to encourage the contribution of all persons to social and cultural life.

3. This Bylaw comes into force on the date it is passed.

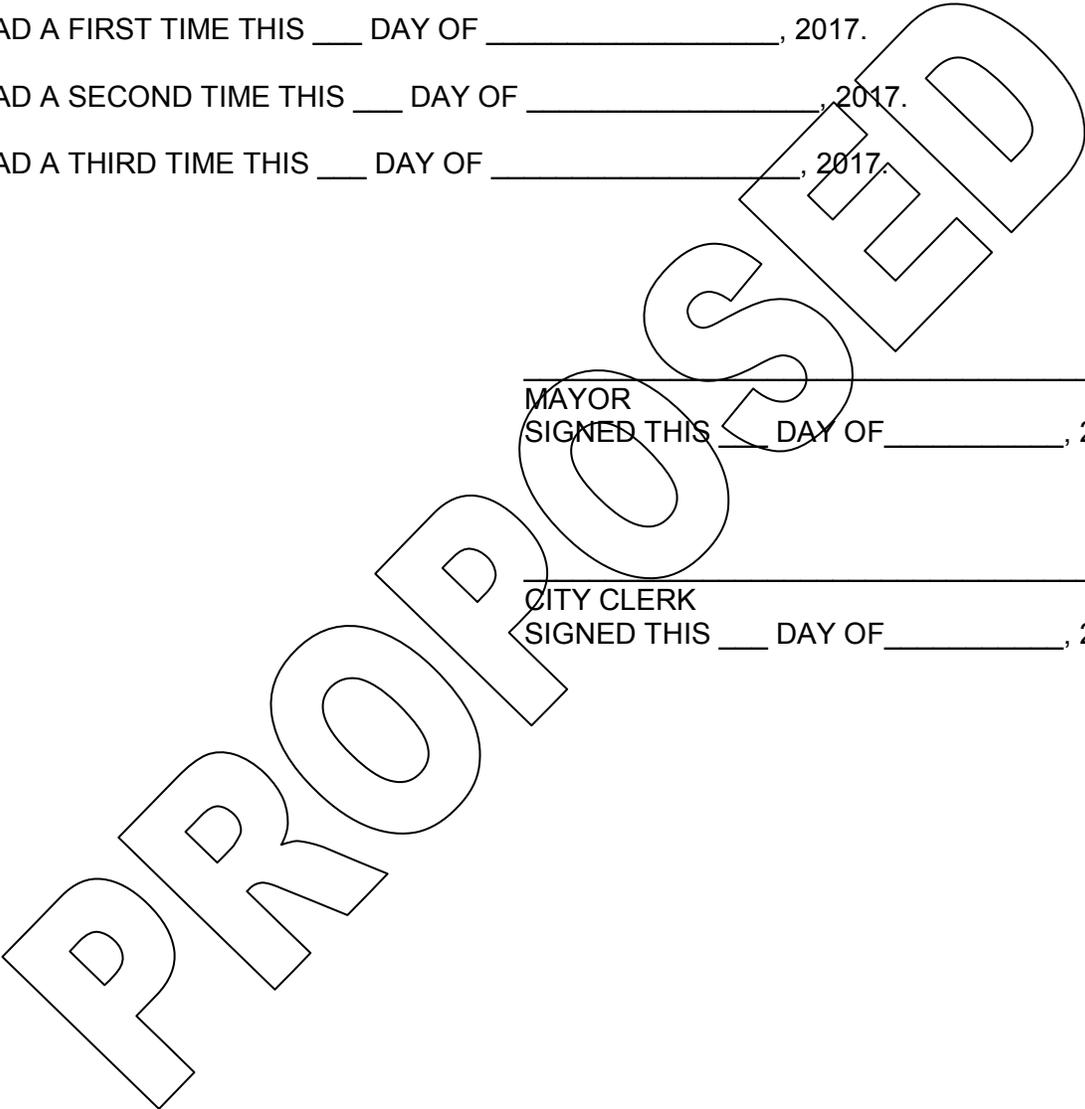
READ A FIRST TIME THIS \_\_\_ DAY OF \_\_\_\_\_, 2017.

READ A SECOND TIME THIS \_\_\_ DAY OF \_\_\_\_\_, 2017.

READ A THIRD TIME THIS \_\_\_ DAY OF \_\_\_\_\_, 2017.

\_\_\_\_\_  
MAYOR  
SIGNED THIS \_\_\_ DAY OF \_\_\_\_\_, 2017.

\_\_\_\_\_  
CITY CLERK  
SIGNED THIS \_\_\_ DAY OF \_\_\_\_\_, 2017.



**Schedule A**

**The Developed Areas Guidebook  
Municipal Development Plan; Volume 2, Part 3**

**PROPOSED**